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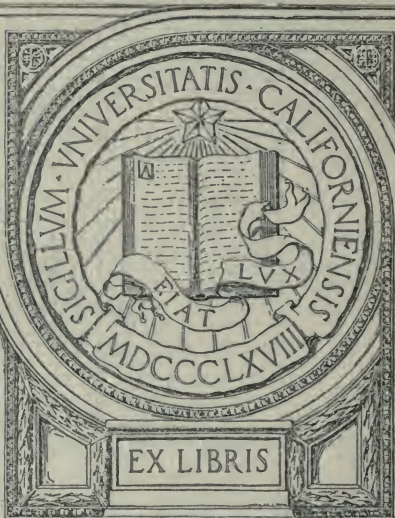
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APRIL:

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RAILROAD

Allen

Duffy

12

GAZETTEER



FOR GRATUITOUS DISTRIBUTION ON

Carroll

Mary Duffy

Railways, Steamers and Stages.

Mary Duffy

PUBLISHED MONTHLY BY

H. S. CROCKER & CO.,

PRINTERS, STATIONERS AND PUBLISHERS, 42 & 44 J STREET

SACRAMENTO

H. S. Crocker



NO
GIFT

IMPORTANT TO TRAVELERS.

Passengers leaving San Francisco for Northern California, Nevada, Oregon or any of the Eastern States, can purchase tickets at the office of the Central Pacific Railroad, 415 California street, where their baggage will be received and checked, and taken to the boat of the Oakland Ferry at 8 A. M. and 4:00 P. M., reach Oakland in 30 minutes, where trains of the Western Pacific Railroad are in waiting to convey them via Stockton to Sacramento, stopping en route at the various minor stations named on the Western Pacific Railroad Time Table.

Or, taking steamer New World, at foot of Vallejo street at 8:00 A. M., and at 4:00 P. M., connect with trains of the California Pacific Railroad for all points on line of road, as per time table elsewhere, arrive at Sacramento at 12:30 P. M., and 8:20 P. M.

Or, if preferring a trip by water, the boats of the Cal. Steam Navigation Company do duty at the same wharf where for years they have made their landings.

At Sacramento, passengers for Knight's Landing, Colusa, Tehama and Red Bluff, take the cars of the California and Oregon Railroad, California Pacific Railroad, or steamers of Cal. Steam Nav. Co. at the foot of K street,

Those destined for Folsom, Placerville, etc., are transferred to cars of Sacramento Valley Railroad, while passengers for Marysville, Oroville and other points north, take cars of the California and Oregon Railroad Company, and California Pacific Railroad.

Passengers for Grass Valley, Nevada, San Juan, Camptonville Forest City Downieville, and Iowa Hill, take stages at Colfax.

At Reno, connect for Virginia, Gold Hill, Silver City, Dayton, Carson Washoe City, and all points in the State of Nevada.

At Winnemucca, with stages for Paradise Valley, Camp Scott, Silver City Owyhee and all points in Idaho Territory.

At Battle Mountain for Battle Mountain Mines, Galena and Austin.

At Palisades with stages for Railroad District, Mineral Hill, Eureka, Secret Canon, Silverado and Hamilton.

At Carlin, with Stages for R. R. District, Mineral Hill, Eureka and Hamilton.

At Elko, with stages for Cope, Boise City and Silver City.

At Kelton, with Hailey's stages for Boise City and Umatilla.

At Corinne, with stages for Helena, Virginia City, etc., Montana Ter.

At Ogden, passengers change to cars of Union Pacific Railroad, with connections as follows:

At Cheyenne, with stage lines for Denver, Central City and Santa Fe.

At Omaha, with Chicago, Rock Island and Pacific Railroad, or the Chicago, Burlington and Missouri River R. R., or the Chicago and Northwestern R. R.

At Chicago with Pittsburg, Fort Wayne and Chicago, Pennsylvania Central, and Lake Shore and Michigan Southern Railroads, to New York, etc.

CENTRAL PACIFIC RAILROAD.

LELAND STANFORD,	C. P. HUNTINGTON,	CHAS. CROCKER,
President.	1st Vice-Pres't.	2d Vice Pres't.
MARK HOPKINS,	E. B. CROCKER,	E. H. MILLER, JR.
Treasurer.	Att'y and Gen'l Ag't.	Secretary.
W. H. PORTER,	S. S. MONTAGUE,	B. B. REDDING,
Cashier and Auditor.	Chief Engineer.	Land Commissioner.
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Gen'l Supply Agent.	Gen'l Sup't.	Ass't Gen'l Sup't.
F. L. VANDENBURGH,	C. W. SMITH,	T. H. GOODMAN,
Sup't Telegraph.	Gen'l Fght Agent.	Gen'l Pass'r Ag't.

EASTWARD TIME TABLE—April, 1871.

PASSENGER TRAINS RUN DAILY.

Trains run on Sacramento Time.

Western Division.

E. C. FELLOWS, Superintendent.

STATIONS.	Miles	Passenger.	Freight.	Freight.
San Francisco.....	0	8.00 a m		
Oakland	3	8:40 "	8 35 p m	5 25 a m
San Leandro.....	11	9:05 "	9 15 "	6 10 "
Decoto.....	23	9:28 "	10 10 "	7 30 "
Niles.....	26	9:35 "	10 25 "	7 55 "
Pleasanton	38	10:07 "	11 40 "	9 25 "
Livermore	44	10:23 "	12 15 a m	10 23 "
Altamont	52	10:43 "	1 20 "	11 15 "
Midway	60	11:06 "	2 15 "	12 09 p m
Ellis	66	11:18 "	2 40 "	12 35 "
Lathrop	78	11:48 "	3 32 "	2 10 "
Stockton	88	12:10 p m	4 10 "	3 00 "
Mokelumne.....	100	12:42 "	5 02 "	4 05 "
Galt.....	108	1:00 "	5 35 "	4 55 "
McConnells	116	1:15 "	6 08 "	5 35 "
Elk Grove.....	119	1:23 "	6 23 "	5 55 "
Florin	126	1:36 "	6 50 "	6 25 "
Brighton	130	1:45 "	7 15 "	6 50 "
Sacramento	135	2:00 "	7 40 "	7 15 "

Sacramento Division.

F. W. BOWEN, Superintendent.

Sacramento	135	2 20 p m	9 00 a m	9 00 p m
Arcade.....	142	2 41 "	9 35 "	9 36 "
Junction.....	153	3 09 "	10 20 "	10 30 "
Rocklin.....	157	3 20 "	10 55 "	10 50 "
Pino.....	159	3 35 "	11 35 "	11 36 "
Newcastle.....	166	3 56 "	12 20 p m	12 15 a m
Auburn.....	171	4 13 "	12 55 "	12 50 "
Clipper Gap.....	176	4 35 "	2 00 "	1 35 "
New Eng. Mills.....	184	4 55 "	2 40 "	2 15 "
Colfax	189	5 15 "	3 15 "	2 55 "
C. H. Mills.....	193	5 44 "	4 05 "	3 25 "
Gold Run.....	199	6 05 "	4 45 "	4 00 "
Dutch Flat.....	201	6 15 "	5 05 "	4 15 "
Alta*.....	203	6 25 "	5 25 "	4 30 "
Shady Run.....	208	7 15 "	6 00 "	5 00 "
Blue Canon.....	213	7 41 "	6 40 "	5 30 "
Emigrant Gap	218	8 10 "	7 25 "	6 10 "
Cisco.....	227	8 50 "	8 20 "	7 05 "
Tamarack.....	230	9 05 "	8 40 "	7 30 "
Cascade.....	234	9 21 "	9 07 "	7 55 "
Summit.....	240	9 50 "	9 50 "	8 30 "
Strong's Canon.....	242	10 00 "	10 20 "	8 45 "
Truckee	254	10 50 "	11 20 "	9 45 "

Continued on page 6.

*Meals.

†Meet Pass'r Train, West'd bound.

MANHATTAN

Insurance Company

OF NEW YORK,

—AND—

PHŒNIX

Insurance Company

OF BROOKLYN.

Combined Capital and Assets - - - \$2,600,000.

R. B. SWAIN & CO.,

GENERAL AGENTS FOR THE PACIFIC COAST,

314 California street.....San Francisco.

C. C. HAYDEN,

AGENT IN SACRAMENTO,

Nos. 17 and 19 J. St., bet. Front and Second.

CENTRAL PACIFIC RAILROAD.

EASTWARD TIME TABLE-- continued.-- April, 1871.

PASSENGER TRAINS RUN DAILY.

Trains run on Sacramento Time.

Truckee Division.

C. D. MONTANYE, Superintendent.

STATIONS.	Miles	Passenger.	Freight.	Freight.	
Truckee	254	11 15 p m	2 05 a m	12 30 p m	
Boca	262	11 40 "	2 55 "	1 20 "	
Verdi	278	12 25 a m	4 25 "	2 55 "	
Reno	289	1 00 "	5 30 "	4 00 "	
Camp 37	297	1 37 "	6 26 "	5 10 "	
Clark's	309	2 10 "	7 30 "	6 05 "	
Wadsworth	324	3 00 "	9 45 "	9 05 "	
Desert	332	3 25 "	10 35 "	10 05 "	
Hot Springs	343	3 55 "	11 35 "	11 00 "	
White Plains	357	4 30 "	1 00 p m	12 15 a m	
Brown's	369	4 58 "	2 07 "	1 25 "	
Granite Point	376	5 15 "	2 50 "	2 00 "	
Lovelock's	385	5 34 "	3 30 "	2 40 "	
Oreana	397	6 00 "	4 25 "	3 35 "	
Rye Patch	403	6 23 "	5 15 "	4 25 "	
Humboldt*	419	6 50 "	6 15 "	5 20 "	
Mill City	430	7 45 "	7 15 "	6 15 "	
Raspberry	438	8 05 "	7 50 "	6 50 "	
Rose Creek	448	8 32 "	8 40 "	7 40 "	
Winnemucca	459	9 00 "	9 35 "	8 30 "	

Humboldt Division.

C. E. GILLET, Superintendent.

Winnemucca	459	9 10 a m	10 15 p m	9 30 a m	
Tule	464	9 27 "	10 45 "	10 05 "	
Golconda	475	9 54 "	11 40 "	11 03 "	
Iron Point	487	10 23 "	12 35 a m	12 03 p m	
Stone House	499	10 55 "	1 35 "	1 15 "	
Battle Mount *	519	12 00 "	3 10 "	3 00 "	
Argentat	531	12 35 p m	4 10 "	4 00 "	
Shoshone	542	1 05 "	5 00 "	4 55 "	
Be-o-wa-we	552	1 30 "	5 45 "	5 45 "	
Palisade	570	2 23 "	7 30 "	7 35 "	
Carlin	579	3 10 "	8 25 "	8 30 "	
Moleen	591	3 47 "	11 00 "	10 25 "	
Elko*	603	4 40 "	12 30 p m	11 50 "	
Osino	613	5 05 "	1 20 "	12 40 a m	
Halleck	627	5 43 "	2 25 "	2 00 "	
Deeth	639	6 18 "	3 30 "	3 00 "	
Tulasco	651	6 53 "	4 30 "	3 55 "	
Wells	659	7 15 "	5 05 "	4 30 "	
Independence	673	8 05 "	6 50 "	6 07 "	
Pequop	685	8 45 "	8 00 "	7 10 "	
Toano	695	9 15 "	8 50 "	8 00 "	

Salt Lake Division.

JAS. CAMPBELL, Superintendent.

Toano	695	9 20 p m	9 45 p m	8 35 a m	
Loray	703	9 43 "	10 45 "	9 20 "	
Montello	712	10 07 "	11 40 "	10 00 "	
Tecoma	721	10 31 "	12 45 a m	10 45 "	
Lucin	731	10 56 "	1 45 "	11 30 "	
Bovine	744	11 30 "	3 00 "	12 30 "	
Terrace	754	12 10 "	4 45 "	1 45 p m	
Matlin	765	12 39 a m	5 40 "	2 40 "	
Kelton	786	1 35 "	7 25 "	4 45 "	
Monument	800	2 06 "	8 30 "	5 50 "	
Lake	809	2 25 "	9 10 "	6 25 "	
Promontory	825	3 25 "	10 55 "	7 50 "	
Blue Creek	835	4 10 "	12 10 p m	9 10 "	
Corinne	854	4 55 "	2 00 "	10 36 "	
Ogden *	878	6 10 "	4 00 "	12 35 "	

*Meals.

† Meet Passenger Train, Westward bound.

THE

BANK OF CALIFORNIA, SAN FRANCISCO.

CAPITAL,.....\$5,000,000

D. O. MILLS,President.

W. C. RALSTON,Cashier.

AGENTS:

In New York.....Messrs. LEES & WALLER.

In BostonTREMONT NATIONAL BANK

In London.....ORIENTAL BANK CORPORATION.

The Bank has Agencies at VIRGINIA CITY, GOLD HILL, WHITE PINE, and Correspondents at all the principal Mining Districts and Interior Towns of the Pacific Coast.

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available for the purchase of Merchandize throughout the United States, Europe, India, China, Japan and Australia.

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Shanghai,

St. Petersburg,

Leipsic,

Hongkong,

Amsterdam,

Frankfort-on-M.

Sydney.

CENTRAL PACIFIC RAILROAD.

PRINCIPAL OFFICES:

422 California street, San Francisco, 56 and 58 K street, Sacramento.
 54 William street, New York City. 303 Broadway, New York City.

WESTWARD TIME TABLE.—April, 1871.

PASSENGER TRAINS RUN DAILY. Trains run on Sacramento Time.

Salt Lake Division.

JAS. CAMPBELL, Superintendent.

STATIONS.	Miles	Passenger.	Freight.	Freight	
Ogden *	0	5 15 p m	5 20 p m	4 45 a m	.....
Corinne.....	24	6 30	7 50	6 57	.....
Blue Creek	43	7 30	9 10	8 20	.....
Promontory	53	8 10	10 10	9 15	.....
Lake	69	9 10	11 37	10 44	.....
Monument.....	77	9 35	12 20 a m	11 25	.....
Kelton.....	91	10 15	1 35	12 35 p m	.....
Matlin.....	113	11 33	3 28	2 40	.....
Terrace.....	124	12 25 a m	4 45	3 45	.....
Bovine.....	134	1 02	5 40	4 40	.....
Lucin	147	1 45	6 45	5 41	.....
Tecoma.....	157	2 13	7 35	6 30	.....
Montello.....	166	2 40	8 30	7 15	.....
Loray.....	175	3 15	9 20	7 59	.....
Toano.....	183	3 50	10 10	8 45	.....

Humboldt Division.

C. E. GILLETT, Superintendent.

Toano.....	183	4 00 a m	10 40 a m	9 15 p m	.....
Pequop.....	193	4 30	11 30	10 03	.....
Independence.....	205	5 07	12 30	11 02	.....
Wells.....	220	5 55	1 55	12 05 a m	.....
Tulasco.....	227	6 15	2 30	12 30	.....
Deeth.....	239	6 50	3 30	1 15	.....
Halleck.....	251	7 21	5 00	2 00	.....
Osino.....	265	7 57	6 25	3 00	.....
Elko*.....	275	8 45	7 15	3 55	.....
Moleen.....	287	9 20	8 15	4 50	.....
Carlin.....	298	10 15	10 00	6 45	.....
Palisade.....	308	10 45	10 50	7 30	.....
Be-o-wa-we.....	326	11 37	12 20 a m	8 55	.....
Shoshone.....	336	12 05 p m	1 10	9 40	.....
Argentat.....	347	12 35	2 07	10 30	.....
Battle Mount*.....	359	1 25	3 10	12 00	.....
Stone House.....	378	2 12	4 45	1 15 p m	.....
Iron Point.....	391	2 45	5 45	2 05	.....
Golconda.....	402	3 15	6 40	3 15	.....
Tule.....	413	3 43	7 32	4 25	.....
Winnemucca.....	419	4 00	8 00	5 00	.....

Truckee Division.

C. D. MONTANYE, Superintendent.

Winnemucca.....	419	4 05 p m	9 00 a m	5 45 p m	.....
Rose Creek.....	430	4 33	9 45	6 50	.....
Raspberry	440	5 00	10 30	7 50	.....
Mill City.....	448	5 20	11 00	8 30	.....
Humboldt*.....	459	6 15	11 50	9 30	.....
Rye Patch.....	470	6 46	12 37 p m	10 25	.....
Oreana.....	481	7 15	1 25	11 20
Lovelock's	492	7 45	2 11	12 10 a m
Granite Point.....	501	8 05	2 50	12 50

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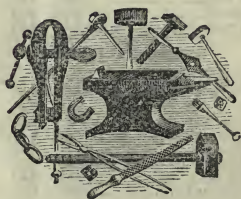
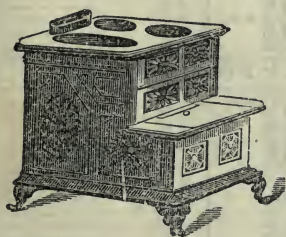
*Meals.

† Meet Pass'r Trains, East d bound.

GILLIG, MOTT & CO.

Importers and Dealers in

Stoves, Metals,



HARDWARE,

MILL AND MINING GOODS,

MANUFACTORY OF

Tin and Sheet Iron Ware,

53 and 55 J Street,

SACRAMENTO,.....CAL.

CENTRAL PACIFIC RAILROAD.

WESTWARD TIME TABLE---Continued.---April, 1871.

PASSENGER TRAINS RUN DAILY.

Trains run on Sacramento Time.

STATIONS.	Miles	Passenger.	Freight.	Freight.	
Brown's.....	508	8 27 p m	3 25 p m	1 25 a m	.....
White Plains.....	520	8 57	4 20	2 25	.....
Hot Springs.....	535	9 35	5 40	3 55	.....
Desert.....	546	10 05	6 25	4 42	.....
Wadsworth.....	554	10 45	7 45	6 00	.....
Clark's.....	569	11 35	9 15	7 30	.....
Camp 37.....	581	12 18 a m	10 25	8 35	.....
Reno.....	589	1 00	11 10	9 50	.....
Verdi.....	600	1 45	12 25 a m	11 15	.....
Boca.....	616	2 55	2 55	1 20	.....
Truckee.....	624	3 30	3 55	2 15	.....

Sacramento Division.

F. W. BOWEN, Superintendent.

Truckee.....	624	3 40 a m	5 15 a m	8 15 p m	.....
Strong's Canon.....	635	4 30	6 15	9 25	.....
Summit.....	638	4 40	6 33	9 45	.....
Cascade.....	644	5 05	7 06	10 35	.....
Tamarack.....	648	5 20	7 30	10 55	.....
Cisco.....	651	5 35	8 15	11 15	.....
Emigrant Gap.....	660	6 10	9 00	12 03 a m	.....
Blue Canon.....	665	6 40	9 30	12 35	.....
Shady Run.....	670	7 00	9 55	1 03	.....
Alta.....	674	7 21	10 20	1 30	.....
Dutch Flat.....	676	7 30	10 30	1 42	.....
Gold Run.....	679	7 40	10 41	1 55	.....
C. H. Mills.....	684	8 00	11 10	2 30	.....
Colfax.*.....	689	8 20	11 35	2 55	.....
New Eng. Mills.....	694	9 00	12 05 p m	3 20	.....
Clipper Gap.....	700	9 13	12 35	3 55	.....
Auburn.....	707	9 37	1 15	4 30	.....
Newcastle.....	712	9 52	1 50	4 55	.....
Pino.....	718	10 10	2 35	5 25	.....
Rocklin.....	721	10 21	3 00	5 45	.....
Junction.....	725	10 30	3 50	6 20	.....
Arcade.....	736	11 03	4 40	7 06	.....
Sacramento.....	743	11 25	5 15	7 45	.....

Western Division.

E. C. FELLOWS, Superintendent.

Sacramento.....	743	11 45 a m	7 30 p m	9 45 a m	.....
Brighton.....	748	12 00 p m	7 55	10 20	.....
Florin.....	752	12 11	8 15	10 45	.....
Elk Grove.....	759	12 30	9 03	11 25	.....
McConnells.....	762	12 40	9 20	11 50	.....
Galt.....	770	1 00	9 52	12 40 p m	.....
Mokelumne.....	778	1 17	10 28	1 50	.....
Stockton.....	791	1 46	11 20	3 00	.....
Lathrop.....	800	2 10	12 00 a m	3 45	.....
Ellis.....	813	2 40	1 30	4 45	.....
Midway.....	818	2 55	2 15	5 20	.....
Altamont.....	826	3 20	3 15	6 15	.....
Livermore.....	834	3 39	4 05	7 15	.....
Pleasanton.....	841	3 52	4 40	7 50	.....
Niles.....	851	4 20	5 45	8 50	.....
Decoto.....	852	4 25	6 00	9 03	.....
San Leandro.....	863	4 50	6 55	9 57	.....
Oakland.....	371	5 12	7 35	10 45	.....
San Francisco.....	878	5 45			.....

*Meals.

†Meet Passenger Trains, Eastward bound.

HUNTINGTON, HOPKINS & CO.,

IMPORTERS OF

Hardware, Iron, Steel, Coal,

POWDER, FUSE, BELTING, HOSE,

Gas Pipe, Brass Goods, and Trimmings,

Rope, Tar, Pitch, Oakum,

AND

Railway Supplies,

Blacksmith and Machinist Tools,

WAGON AND CARRIAGE HARDWARE.

AGENTS FOR SAN FRANCISCO CORDAGE CO.

Agents for Oriental Powder Co., Boston.

Agents for Pacific Saw Manufacturing Co.

NO. 54 K ST., SACRAMENTO.

UNION PACIFIC RAILROAD.

PRINCIPAL OFFICES:

Railroad Building, Omaha, Nebraska, Sear's Building, Boston, Mass.

EASTWARD TIME TABLE—April, 1871.

TRAINS RUN DAILY.

Utah Division.

H. H. GIVEN, Act'g Superintendent.

STATIONS.	Miles	Passenger.		Mixed.		Freight.	
Ogden*	0	8 30	a m	6 30	p m	1 30	p m
Uintah	8	8 50		7 05		2 05	
Devil's Gate	11	9 15		7 35		2 50	
Weber	23	9 50		8 35		4 10	
Echo	39	10 35		9 55		5 25	
Castle Rock	56	11 30		11 25		6 45	
Wasatch	64	12 10	p m	12 10	a m	7 35	
Evanston	75	1 10		1 20		9 15	a m
Millis	84	1 40		2 15		10 00	
Aspen	93	2 15		3 05		10 40	
Piedmont	102	2 45		3 55		11 25	
Leroy	103	3 10		4 45		12 15	p m
Bridger	117	3 25		5 10		12 40	p m
Carter	126	3 50		6 05		1 25	
Church Buttes	143	4 35		7 35		2 45	
Granger	155	5 00		8 55		3 35	
Marston	163	5 20		9 35		4 15	
Bryan	171	5 40	p m	10 15	a m	4 45	p m

Laramie Division.

L. FILMORE, Superintendent.

Bryan	0	6 00	p m	10 45	a m	3 50	a m
Green River	185	6 45		12 00		5 00	
Rock Springs	199	7 25		1 10	p m	6 20	
Salt Wells	214	8 05		2 30		8 05	
Point of Rocks	225	8 37		3 30		9 00	
Hallville	232	8 53		4 10		9 45	
Black Buttes	236	9 10		4 40		10 10	
Bitter Creek	246	9 35		5 30		11 00	p m
Table Rock	256	10 05		6 30		12 45	
Red Desert	269	10 45		7 35		1 55	
Wash-a-kie	278	11 15		8 15		2 45	
Latham	285	11 40		9 00		3 25	
Creston	293	12 05	a m	9 45		4 05	
Fillmore	300	12 23		10 20		4 40	
Separation	303	12 55		10 50		5 15	
Rawlins	321	1 30		12 00	Nig't	6 30	
Greenville	328	2 07		1 10	a m	7 40	
Fort Steele	326	2 30		1 55		8 20	
Walcott	331	2 50		2 30		8 55	
St. Mary's	338	3 15		3 15		9 30	
Dana	345	3 37		4 00		10 00	
Percy	363	3 55		4 35		10 40	
Simpson	367	4 13		5 05		11 10	
Carbon	376	4 30		5 40		11 50	
Medicine Bow	385	5 00		6 45		12 50	a m
Como	392	5 22		7 15		1 30	
Rock Creek	408	6 05		8 40		2 50	
Miser	416	6 32		9 30		3 50	
Lookout	425	7 05		10 20		4 40	
Cooper's Lake	433	7 23		10 55		5 20	
Wyoming	444	7 55		11 50		6 10	
Howell	451	8 15		12 30	p m	6 50	
Laramie	459	8 30	a m	1 10		7 30	

Continued on page 16.

ELGIN WATCHES!

Manufactured



by the

National (Elgin) Watch Co.

PENN'A R. R., GEN. SUPT. OFFICE, ALTOONA, January 19, 1870.
T. M. AVERY, ESQ.

President National Watch Co., Chicago:

DEAR SIR—This Company has purchased and put in the hands of its engine-men, eighty "Raymond movements," which have given excellent satisfaction and proved to be very reliable time-keepers. In addition to these, quite a number of Elgin Watches have been purchased by officers and employees of this Company, all of whom have been well pleased with the efficiency and regularity of the movements manufactured by the National Watch Company.

Respectfully,

EDWARD H. WILLIAMS,

General Superintendent

OFFICE GEN. SUPT. U. P. R. R.,

OMAHA, Dec. 16, 1869.

HON. T. M. AVERY,

Pres. Nat. Watch Co., Chicago, Ill.

DEAR SIR—During the months that I have carried one of your B. W. Raymond Watches it has not failed to keep the time with so much accuracy as to leave nothing to desire in that regard.

For accuracy of time keeping, beauty of movement and finish, your

watches challenge my admiration and arouse my pride as an American, and I am confident that in all respects they will compete successfully in the markets of the world with similar manufactures of older nations. They need only to be known to be appreciated.

Yours, most respectfully,

C. G. HAMMOND, Gen. Supt.

For Sale by all Dealers upon the Pacific Coast.

The Trade supplied at Factory Prices by

Levison Bros., 629 Washington St., San Francisco.

An Illustrated Pamphlet entitled "Ancient and Modern Timekeepers," by the late Albert Richardson, sent free on application to Messrs. LEVISON BROS., or to Business Office of

NATIONAL WATCH COMPANY,

Nos. 159 and 161 Lake Street, Chicago, Ill.



UNION PACIFIC RAILROAD.

EASTWARD TIME TABLE---continued---April, 1871.

TRAINS RUN DAILY.

Lodge Pole Division.

C. H. CHAPPELL, Superintendent.

STATIONS.	Miles	Passenger.		Mixed.		Freight.	
Laramie.....	459	8 55	a m	2 10	p m	8 30	a m
Red Buttes.....	467	9 30	.....	3 00	.....	9 30	.....
Harney.....	473	9 55	.....	3 40	.....	10 10	.....
Sherman.....	483	10 35	.....	4 40	.....	11 00	.....
Granite Canon.....	496	11 20	.....	6 15	.....	12 10	p m
Hazard.....	510	12 15	p m	7 30	.....	1 15	.....
Cheyenne.....	516	1 40	.....	9 15	.....	3 45	.....
Archer.....	524	2 05	.....	10 00	.....	4 30	.....
Hillsdale.....	536	2 35	.....	10 50	.....	5 20	.....
Egbert.....	548	3 05	.....	11 50	.....	6 15	.....
Pine Bluffs.....	559	3 33	.....	12 40	a m	7 10	.....
Bushnell.....	569	3 58	.....	1 30	.....	7 55	.....
Antelope.....	580	4 28	.....	2 30	.....	8 50	.....
Potter.....	599	5 15	.....	4 00	.....	10 10	.....
Brownson.....	608	5 40	.....	4 45	.....	10 55	.....
Sidney.....	618	6 05	.....	5 30	.....	11 40	.....
Colton.....	625	6 45	.....	7 00	.....	12 45	.....
Lodge Pole.....	635	7 10	.....	7 50	.....	1 30	a m
Julesburg.....	655	8 02	.....	9 25	.....	3 00	.....
Big Spring.....	671	8 50	.....	10 45	.....	4 50	.....
Ogalalla.....	690	9 40	.....	12 20	p m	6 30	.....
Roscoe.....	699	10 05	.....	1 05	.....	7 20	.....
Alkali.....	708	10 30	.....	1 50	.....	8 10	.....
O'Fallons.....	724	11 10	.....	3 00	.....	9 25	.....
Nichols.....	732	11 32	.....	3 35	.....	10 05	.....
North Platte.....	741	11 55	p m	4 15	p m	10 45	a m

Platte Division

S. H. H. CLARK, Superintendent.

North Platte.....	741	12 05	a m	5 15	p m	7 00	a m
McPherson.....	754	12 40	.....	6 20	.....	8 10	.....
Brady Island.....	764	1 07	.....	7 05	.....	9 00	.....
Willow Island.....	782	2 00	.....	8 35	.....	10 30	.....
Cayote.....	791	2 28	.....	9 20	.....	11 20	.....
Plum Creek.....	802	2 55	.....	10 10	.....	12 15	p m
Overton.....	811	3 23	.....	11 15	.....	1 15	.....
Elm Creek.....	820	3 50	.....	12 00	p m	1 55	.....
Kearney.....	841	4 45	.....	1 40	.....	3 30	.....
Gibbon.....	849	5 10	.....	2 25	.....	4 10	.....
Wood River.....	860	5 40	.....	3 15	.....	5 00	.....
Grand Island.....	878	7 00	.....	5 20	.....	7 00	.....
Lone Tree.....	900	7 55	.....	7 00	.....	8 40	.....
Clark's.....	911	8 25	.....	7 55	.....	9 30	.....
Silver Creek.....	923	8 55	.....	8 55	.....	10 20	.....
Columbus.....	940	9 45	.....	10 30	.....	11 40	.....
Richland.....	948	10 05	.....	11 10	.....	12 20	a m
Schuyler.....	956	10 25	.....	12 10	a m	12 55	.....
North Bend.....	970	11 05	.....	1 20	.....	2 10	.....
Fremont.....	985	12 10	p m	3 20	.....	4 00	.....
Valley.....	997	12 45	.....	4 15	.....	4 55	.....
Elkhorn.....	1003	1 05	.....	5 00	.....	5 40	.....
Gilmore.....	1024	2 00	.....	6 55	.....	7 15	.....
Omaha.....	1032	3 00	p m	8 00	p m	8 10	a m

STANDARD OF TIME.—Trains are run on Omaha Time from Omaha to Laramie, (Omaha time being one hour and twenty-eight minutes slower than New York time. From Laramie to Ogden trains are run by Laramie time, which is two hours shorter than New York time).

THE WHITE HOUSE.**J. W. DAVIDSON & Co.**

IMPORTERS OF

FOREIGN AND DOMESTIC**DRY GOODS,****101 and 103****KEARNY STREET,***North-West Corner Post,***SAN FRANCISCO.**

UNION PACIFIC RAILROAD.

THOS. A. SCOTT, Pres't.

J.M.S. WILLIAMS, Treas.

T. E. SICKLES,

Chief Engineer and Sup't.

H. BROWNSON,

Gen'l Fr't Ag't, Omaha, Neb.

O. F. DAVIS,

Land Commis'r, Omaha, Neb.

JOHN DUFF, Vice-Pres't, Boston, Mass.

E. H. ROLLINS, Sec'y,

W. C. THOMPSON,

Ass't Gen'l Pass, Agent.

J. J. DICKEY,

Sup't Telegraph, Omaha, Neb.

A. S. DOWNS,

Local Treasurer; Omaha, Neb.

JOS. W. GANNETT, Auditor.

WESTWARD TIME TABLE.—April, 1871.

TRAINS RUN DAILY.

Platte Division.

S. H. H. CLARK, Superintendent.

STATIONS.	Miles	Passenger.		Freight.		Mixed.	
Omaha.....	0	10 00	a m	5 30	a m	6 00	p m
Gilmore.....	9	11 30	-----	6 25	-----	6 55	-----
Elkhorn.....	28	12 25	-----	8 00	-----	8 30	-----
Valley.....	35	12 45	p m	8 40	-----	9 05	-----
Fremont.....	46	1 15	-----	9 35	-----	10 00	-----
North Bend.....	61	2 25	-----	11 05	-----	11 40	-----
Schuyler.....	75	3 05	-----	12 10	p m	12 55	a m
Richland.....	83	3 25	-----	12 50	-----	1 35	-----
Columbus.....	91	3 47	-----	1 30	-----	2 15	-----
Silver Creek.....	109	4 35	-----	3 00	-----	3 40	-----
Clark's.....	120	5 05	-----	3 55	-----	4 30	-----
Lone Tree.....	131	5 35	-----	4 50	-----	5 25	-----
Grand Island.....	153	6 30	-----	6 30	-----	7 00	-----
Wood River.....	172	7 50	-----	8 55	-----	9 15	-----
Gibbon.....	182	8 20	-----	9 45	-----	10 10	-----
Kearney.....	191	8 42	-----	10 25	-----	10 50	-----
Elm Creek.....	211	9 35	-----	12 00	a m	12 30	p m
Overton.....	220	10 00	-----	12 45	-----	1 15	-----
Plum Creek.....	230	10 25	-----	1 35	-----	2 00	-----
Cayote.....	240	10 52	-----	2 28	-----	3 10	-----
Willow Island.....	250	11 20	-----	3 20	-----	4 00	-----
Brady Island.....	268	12 13	a m	5 00	-----	5 30	-----
McPherson.....	277	12 40	-----	5 50	-----	6 20	-----
North Platte.....	291	1 20	-----	7 00	-----	7 30	-----

Lodge Pole Division.

C. H. CHAPPELL, Superintendent.

North Platte.....	291	1 40	a m	8 00	a m	8 00	p m
Nichols.....	299	2 02	-----	8 40	-----	8 35	-----
O'Fallons.....	307	2 25	-----	9 25	-----	9 15	-----
Alkali.....	321	3 03	-----	10 40	-----	10 20	-----
Roscoe.....	330	3 30	-----	11 30	-----	11 10	-----
Ogallala.....	341	3 57	-----	12 20	p m	11 55	-----
Big Spring.....	360	4 50	-----	1 45	-----	1 25	a m
Julesburg.....	377	5 35	-----	3 05	-----	2 45	-----
Lodge Pole.....	396	6 33	-----	4 45	-----	4 35	-----
Colton.....	406	7 00	-----	5 40	-----	5 25	-----
Sidney.....	414	7 25	-----	6 25	-----	6 10	-----
Brownson.....	423	8 15	-----	7 55	-----	7 20	-----
Potter.....	443	8 43	-----	8 45	-----	8 05	-----
Antelope.....	451	9 35	-----	10 25	-----	9 35	-----
Bushnell.....	463	10 05	-----	11 35	-----	10 25	-----
Pine Bluff.....	473	10 35	-----	12 40	a m	11 10	-----
Egbert.....	484	11 05	-----	1 35	-----	12 00	-----
Hillsdale.....	496	11 45	-----	2 40	-----	1 05	p m
Archer.....	507	12 18	p m	3 35	-----	2 05	-----
Cheyenne.....	515	12 40	-----	4 10	-----	2 45	-----
Hazard.....	521	1 15	-----	4 30	-----	3 30	-----
Granite Canon.....	534	2 05	-----	6 00	-----	4 50	-----
Sherman.....	546	3 05	-----	7 25	-----	6 10	-----
Harney.....	554	3 40	-----	8 50	-----	7 00	-----
Red Buttes.....	560	4 08	-----	9 30	-----	7 35	-----
Laramie.....	568	4 45	p m	10 10	a m	8 30	p m

Continued on page 20.

JOHN MCNEILL,
Sacramento.

L. S. ADAMS,
Front street, corner Clay, San Francisco.

ADAMS, MCNEILL & CO

93 AND 95 FRONT STREET,

COR. L, SACRAMENTO, CAL.

WHOLESALE GROCERS,

And Dealers in

CALIFORNIA PRODUCE,

WINES, LIQUORS, TOBACCO,

QUICKSILVER AND FUSE.

We are in regular receipt of

Butter, Cheese, Mackerel in Kits, and Half Bbls.

Codfish, Smoked Halibut, Candles,

Zante Currants, Raisins,

FINE-CUT, SMOKING, AND ALL GRADES

CHEWING TOBACCO,

And a very large variety of other Goods, direct from the East,
via the C. P. R. R.

AGENTS FOR THE

CALIFORNIA POWDER WORKS OF SANTA CRUZ

AND THE

Imperial Insurance Co. of London.

UNION PACIFIC RAILROAD.

WESTWARD TIME TABLE---Continued---April, 1871.

TRAINS RUN DAILY.

Laramie Division.				L. FILMORE, Superintendent.			
STATIONS.	Miles	Passenger.		Freight.		Mixed.	
Laramie	568	5 10	p m	10 40	a m	9 30	p m
Howell	576	5 30	.....	11 25	.....	10 15	.....
Wyoming	583	5 50	.....	11 50	.....	11 00	.....
Cooper's Lake	593	6 15	.....	12 35	p m	11 55	.....
Lookout	601	6 45	.....	1 25	.....	12 50	a m
Miser	609	7 05	.....	2 10	.....	1 40	.....
Rock Creek	617	7 30	.....	3 00	.....	2 50	.....
Como	632	8 10	.....	4 10	.....	4 20	.....
Medicine Bow	639	8 30	.....	4 45	.....	5 00	.....
Carbon	648	9 05	.....	5 30	.....	5 55	.....
Simpson	653	9 28	.....	6 40	.....	6 55	.....
Percy	657	9 40	.....	7 05	.....	7 25	.....
Dana	663	10 00	.....	7 40	.....	7 55	.....
St. Mary's	670	10 20	.....	8 15	.....	8 30	.....
Walcott	677	10 45	.....	8 55	.....	9 10	.....
Fort Steele	682	11 05	.....	9 25	.....	9 40	.....
Greenville	690	11 33	.....	10 10	.....	10 25	.....
Rawlins	697	12 00	night	10 50	.....	11 00	.....
Separation	709	12 55	a m	3 05	a m	12 25	p m
Fillmore	716	1 17	.....	3 40	.....	1 00	.....
Creston	723	1 40	.....	4 15	.....	1 35	.....
Latham	730	2 05	.....	4 50	.....	2 10	.....
Wash-a-kie	737	2 30	.....	5 25	.....	2 45	.....
Red Desert	746	2 55	.....	6 05	.....	3 30	.....
Table Rock	759	3 35	.....	7 10	.....	4 35	.....
Bitter Creek	769	4 05	.....	8 00	.....	5 15	.....
Black Buttes	779	4 35	.....	9 25	.....	6 20	.....
Hallville	783	4 47	.....	9 45	.....	6 40	.....
Point of Rocks	790	5 10	.....	10 30	.....	7 10	.....
Salt Wells	802	5 40	.....	11 30	.....	8 05	.....
Rock Springs	816	6 20	.....	1 10	.....	9 20	.....
Green River	830	7 00	.....	2 20	.....	10 30	.....
Bryan	843	7 50	a m	3 30	p m	11 45	p m
Utah Division.				H. H. GIVEN, Act'g Superintendent.			
Bryan	843	8 15	a m	4 45	p m	12 15	a m
Marston	851	8 35	.....	5 20	.....	12 55	a m
Granger	861	8 55	.....	6 05	.....	1 45	.....
Church Buttes	871	9 25	.....	7 00	.....	2 40	.....
Carter	888	10 12	.....	8 30	.....	4 10	.....
Bridger	898	10 32	.....	9 15	.....	5 10	.....
Leroy	903	10 45	.....	9 40	.....	5 40	.....
Piedmont	914	11 25	.....	10 40	.....	6 45	.....
Aspen	924	12 05	p m	11 35	.....	7 45	.....
Millis	940	12 35	.....	12 m	a m	8 25	.....
Evanston	950	1 10	.....	1 20	.....	9 15	.....
Wasatch	966	1 35	.....	2 20	.....	10 10	.....
Castle Rock	975	2 30	.....	7 05	.....	11 30	.....
Echo	993	3 25	.....	8 25	.....	12 50	.....
Weber	1008	4 10	.....	9 50	.....	1 55	.....
Devil's Gate	1020	4 50	10 55	2 50
Uintah	1024	5 08	11 20	3 15
Ogden	1032	5 30	12 00	noon	3 50

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L. ELKUS.

H. VAN HEUSEN.
Late of C. A. PEAKE & Co.

ELKUS & VAN HEUSEN,

(SUCCESSORS TO C. A. PEAKE & CO.)

IMPORTERS AND JOBBERS OF

GENTLEMEN'S CLOTHING,

FURNISHING GOODS,

HATS, BLANKETS, BOOTS, SHOES, ETC.

THE

CAPITAL WOOLEN MILLS,

SACRAMENTO,

Manufacture all kinds of

FANCY CASSIMERES, FLANNELS,

AND

SUPERIOR BLANKETS.

ELKUS & VAN HEUSEN,

AGENTS,

49 Front Street, Sacramento.

All orders will receive prompt attention.

CENTRAL PACIFIC RAILROAD.---Western Division. **TIME TABLE.**

Trains South.				STATIONS.		Trains North.		
Distan- ces.	Frt. and Pasr.	Pasr.	Pasr.			Pasr.	Pasr.	Frei't and Pasr
	P. M.	A. M.	A. M.	Leave	Arrive	P. M.	P. M.	A. M.
5	0	7 30	7 00	11 45	----- Sacramento -----	2 00	9 35	7 15
4	5	7 55	7 15	12 00	-----Brighton-----	1 45	9 22	6 50
6	9	8 15	7 23	12 11	-----Florin-----	1 36	9 15	6 25
4	15	9 03	7 35	12 30	-----Elk Grove-----	1 23	9 03	5 55
7	19	9 20	7 41	12 40	-----McConnells-----	1 15	8 55	5 35
9	26	9 52	7 55	1 00	-----Galt-----	1 00	8 41	4 55
7	35	10 28	8 10	1 17	-----Mokelumne-----	12 42	8 25	4 05
12	47	11 20	8 35	1 46	-----Stockton-----	12 10	7 58	3 00
9	56	12 00	8 55	2 10	-----Lathrop-----	11 43	7 36	1 55
8	64	12 55	9 14	2 30	-----Bantas-----	11 28	7 17	1 10
5	69	1 30	9 24	2 40	-----Ellis-----	11 18	7 07	12 35
6	75	2 15	9 38	2 55	-----Midway-----	11 06	6 55	12 00
8	83	3 15	10 00	3 20	-----Altamont-----	10 43	6 32	11 15
8	91	4 05	10 23	3 39	-----Livermore-----	10 23	6 13	10 23
5	96	4 40	10 38	3 52	-----Pleasanton-----	10 07	6 00	9 25
12	108	5 45	11 05	4 20	-----Niles-----	9 35	5 35	7 55
4	112	6 00	11 12	4 25	-----Decota-----	9 23	5 23	7 30
9	121	6 35	11 25	4 42	-----Lorenzo-----	9 13	5 15	6 35
2	123	6 55	11 34	4 50	-----San Leandro-----	9 05	5 09	6 10
6	129	7 25	11 50	5 06	-----Brooklyn-----	8 48	4 50	5 35
3	132	7 35	11 53	5 12	Arrive... Oakland ...Leave	8 40	4 42	5 25

E. C. FELLOWS, *Sup't.*

VISALIA DIVISION.---Time Table.

Eastward.			STATIONS.		Westward.		
Passen- ger.	Passen- ger.	Dist. fm Lath'r p			Dist. fm Mod'to	Passen- ger.	Passen- ger.
P. M.	P. M.		Leave.	Arrive.		A. M.	P. M.
7 40	2 10		-----Lathrop-----	20	8 40	7 10	
8 15	2 45	10	-----Stanislaus River---	10	8 05	6 35	
9 05	3 35	20	-----Modesto-----		7 15	5 45	

SAN JOSE DIVISION.---Time Table.

Leave San Francisco.			STATIONS.		Arrive at San Francisco.		
Passen- ger.	Passen- ger.	Distan- ces.			Eleva- tions.	Passen- ger.	Passen- ger.
P. M.			Leave.	Arrive.			A. M.
3 00		0	----- San Francisco -----	0			9 40
3 32		6	-----Oakland-----	11			9 08
3 33		8	-----Brooklyn-----	12			9 01
3 55		15	-----San Leandro-----	49			8 45
4 05		17	-----Lorenzo-----	33			8 36
4 25		26	-----Decoto-----	72			8 20
4 40		29	-----Niles-----	87			8 15
5 05		37	-----Warm Springs-----	46			7 55
5 40		47	----- San Jose -----	91			7 30

A LADY recently said to an Irish man-servant, "I wish you'd step over and see how old Mrs. Jones is this morning." He returned in a few minutes with the information that Mrs. Jones was seventy-two years old.

I HAVE BEEN THERE!
TO THE
 EASTERN STATES!
 AND BACK, PASSING OVER THE
 Lake Shore and Michigan Southern
 RAILWAY.



THE GREAT THOROUGHFARE BETWEEN
Chicago and New York.

We are pleased to announce that Californians recommend this route to their friends, assuring them that the Roadway is in perfect order, the Coaches clean and elegant; that it is the **ONLY** Railway running Coaches from

Chicago to New York Without Change,
 OR TRANSFER BY FERRIES.

By this route passengers can secure Tickets via
BUFFALO AND NIAGARA FALLS,
 And obtain reliable information in regard to the route and all its connections, from

JAS. G. CROCKER,

Pacific Coast Agent L. S. & M. S. Railway, **SAN FRANCISCO.**
 Ticket Agents are not allowed to recommend or state that one line is better than another, therefore

Passengers are Particularly Requested to ask for Tickets via

Lake Shore and Michigan Southern Railway.

Tickets can be procured at the office of the Central Pacific R. R.,
415 CALIFORNIA STREET,

Also at the offices in San Francisco of other connecting railways.

F. E. MORSE,

Gen'l West'n Pass'r Agent, Chicago, Ill.

CHAS. F. HATCH,

Gen'l Sup't, Cleveland, O.

CENTRAL PACIFIC RAILROAD—OREGON DIVISION.

President, LELAND STANFORD. Superintendent, A. N. TOWNE.

Sacramento to Sesma.			TOWNS.	Sesma to Sacramento.		
Pass.	Freight.	Miles		Miles	Freight.	Pass.
2.10 P. M.	8.45 A. M.	0	Dep.....Sacramento....Arr	122	6.15 P. M.	11.15 A. M.
2.54	10.30	18	..... Junction.....	104	5.05	10.25
3.17	11.30	29	..... Lincoln.....	93	4.25	10.03
3.35	12.03	36	..... Sheridan.....	86	3.56	9.48
3.43	12.20	39	..... Wheatland.....	82	3.43	9.39
4.35	1.15 P. M.	52	..... Marysville.....Dep	69	2.35 P. M.	8.40
6.27	.....	83	..... Nelson.....	39	.....	7.00
7.15	.....	95	..... Chico.....	26	.....	6.15
8.32	.....	114	..... Vina.....	7	.....	4.53
9.00	.....	122	Arr.....Sesma.....Dep.	0	.....	4.30

VIRGINIA AND TRUCKEE RAILROAD.

TIME TABLE.

Trains Going East.			STATIONS.	Trains Going West.		
Passen-ger.	Passen-ger.	Dist. fm Carson.		Dist. fm Virg'a	Passen-ger.	Passen-ger.
P. M.	A. M.				A. M.	P. M.
4 00	8 00		.....Carson.....	21	10 00	6 00
4 17	8 17	3¼	.....Mexican.....	17¼	9 45	5 45
4 22	8 22	4	.....Morgan.....	17	9 38	5 38
4 28	8 28	5	.....Brunswick.....	16	9 30	5 30
4 33	8 33	5½	.....Merrimac.....	15½	9 25	5 25
5 00	9 00	10	.....Mound House.....	11	9 00	5 00
5 18	9 18	12¾	.....Silver.....	8¼	8 45	4 45
5 40	9 40	16½	.....Scales.....	4½	8 25	4 25
5 43	9 48	17½	.....Baltic.....	3½	8 12	4 12
5 52	9 52	18	.....Crown Point.....	3	8 08	4 08
6 00	10 00	19	.....Gold Hill.....	2	8 00	4 00
6 15	10 15	21	.....Virginia.....		7 45	3 45

H. M. YERINGTON, *Supt.*

SACRAMENTO VALLEY RAILROAD.

TIME TABLE.

Freight.	Passr.	Miles	STATIONS.	Miles	Passr.	Freight.
3 00 P. M.	6 15 A. M.	0	Lv.....Sacramento....Ar	48	12 15 P. M.	9 10 A. M.
3 25	6 30	5	.....Brighton.....	43	12 00	8 45
3 50	6 40	10	.....Patterson's.....	38	11 40	8 20
4 20	7 00	16	.....Salsbury's.....	32	11 23	7 50
4 35	7 05	19	.....Alder Creek.....	29	11 15	7 35
4 50	7 15	22	.....Folsom.....	26	11 05	7 20
5 40	7 55	29	.....White Rock.....	19	10 35	6 30
6 20	8 20	37	.....Latrobe.....	11	10 05	5 50
7 25	9 00	48	Ar.....Shingle Springs....Lv	0	9 30	5 00

JOSIAH JOHNSON, *Supt.*

ORLEANS HOTEL,

POST STREET,

Above Kearny,

SAN FRANCISCO

\$2 00 PER DAY.

The Orleans Hotel Coach will be at all Railroad Depots and Steamboat Landings, conveying Passengers to the House, FREE OF CHARGE.

A. POLLARD, - - - PROPRIETOR.

SAN FRANCISCO AND NORTH PACIFIC RAILROAD.

TIME TABLE.—April, 1871.

Steamer leaves S. Francisco 8 30 A.M.	Trains leave Santa Rosa .. 10 00 A.M.
Trains leave Donahue..... 11 20	Petaluma 10 50
Petaluma 11 55	Steamer leaves Donahue.. 11 20
Arrive at Santa Rosa .. 12 30 P.M.	Arrives at San Francisco.. 1 45 P.M.
SUNDAY:	
Leave San Francisco..... 8 30 A.M.	Lsave Santa Rosa 3 00 P.M.
Arrive at Santa Rosa 12 30 P.M.	Arrive at San Francisco... 6 00

Stages connect daily (Sunday excepted) on the arrival and departure of trains from Sonoma, Healdsburg, Cloverdale, Windsor, Bodega, Sebastopol, Bloomfield, Geysers, Skaggs' Springs, and Ukiah City.

P. DONAHUE, President.

OREGON AND CALIFORNIA RAILROAD.

TIME TABLE.—April, 1871.

No. 3 Passgr	No. 1 Fr'ight	Dist- ance.	STATIONS.	No. 2 Passgr	No. 4 Fr'ight
P. M.	A. M.	Miles		A. M.	P. M.
3 00	9 00	-----	East Portland 1.....	11 30	8 30
3 22	9 40	6	Milwaukece	11 08	8 03
3 36	10 05	10	Marshfield	10 54	7 45
3 54	10 37	15	Oregon City	10 37	7 20
4 07	10 55	19	Rock Island	10 22	7 00
4 23	11 18	24	Canby	10 10	6 40
4 38	11 37	28	Aurora	9 55	6 20
	P. M.				
5 15	12 40	39	Gervais	9 20	5 45
6 03	1 45	52	Salem 2.....	8 25	4 08
6 30	2 15	60	Turner	7 55	3 20
6 52	2 45	66	Marion	7 33	2 45
7 10	3 10	71	Jefferson	7 15	2 16
7 40	4 00	80	Albany 3.....	6 45	1 30
				A. M.	P. M.

- 1 Connect at Portland with North Pacific Transportation Co's steamers.
- 2 Connect at Salem with stages for Scio, Dallas and Silverton.
- 3 Connect at Albany with stages for points in Southern Oregon.

H. THIELSEN, Gen. Sup't.

UTAH CENTRAL RAILROAD

TIME TABLE.—April, 1871.

Pass No.1.	Pass. No.3.	Mxd No.5.	Dist's	Name of Station.	Mxd No.6.	Pass No.4.	Pass No.2.	RATE.	
AMlv	PMlv	PMlv			AMar	PMar	AMar	Way.	Thro
5 00	2 45	4 40	-----	Salt Lake City...	7 46	7 30	10 00	-----	-----
5 27	3 12	5 20	8.75	Wood's Crossing..	7 11	7 05	9 35	.70	-----
5 38	3 23	5 34	11.00	Centerville	6 57	6 54	9 24	.20	.90
5 54	3 39	5 56	15.25	Farmington	6 35	6 38	9 08	.35	\$1.25
6 12	3 57	6 30	20.50	Kaysville	6 09	6 20	8 50	.40	1.65
7 00	4 45	7 34	36.50	Ogden	5 00	5 30	8 00	\$1.30	2.50

JOSEPH A. YOUNG, Superintenden

TAAFFE & CO.

No. 9 Montgomery Street

Offer their immense stock of

DRY GOODS,

AT GREATLY REDUCED PRICES,

consisting in part of

Striped and Checked Silks

at \$1 25 per yard—value \$1 75.

All Shades in Plain Silks very cheap.

All the popular makes
in Black Silks.

Bonnet's Celebrated Black Silks in all widths.

Handsome Plaid Dress Goods

only 30 cents per yard—value 50 cents.

Rich Chene Dress Goods

40 cents per yard, valued at 65 cents.

All wool Empress Cloth

50 cents per yard—value 75 cents per yard.

All Shades in Satin Duchenes—very cheap.

An elegant assortment of
all the New Styles
in Plaids.

French and Irish Poplins

in all the desirable Shades,
together with a full line of

Laces, Embroideries, Hoisery, Gloves, White

goods, Linen Damasks, Napkins,

Towels, Quilts, Blankets,

Piano and Table Covers.

Also,

A superb assortment of Velvets,

Plushes and Cloths

for Cloakings and Suits,

Orders for Cloaks and Suits executed

in the very best manner and

at the Shortest Notice at

TAAFFE & CO.'S,

9 Montgomery Street, San Francisco.

THROUGH FARES.

April, 1871.

SAN FRANCISCO TO	First Class (Currency)	Second Class (Currency)	SAN FRANCISCO TO	First Class (Currency)
Omaha	\$ 100 00	\$ 75 00	Memphis.....	133 25
Kansas City	112 00	85 00	Atlanta.....	149 50
Quincy.....	115 00	85 00	Chattanooga.....	142 50
Chicago	118 00	85 00	Charleston.....	162 25
Keokuk.....	113 25	-----	Columbia.....	162 25
Peoria.....	116 35	-----	Knoxville.....	147 10
Detroit.....	126 50	-----	Lynchburg.....	149 25
Niagara Falls.....	133 50	-----	Raleigh.....	156 25
Montreal.....	139 00	100 50	Savannah.....	162 00
Cleveland.....	129 00	-----	Bristol.....	152 50
Buffalo.....	133 50	-----	Nashville, via Louisville.....	136 40
Albany.....	139 00	-----	Columbus, Ga. ".....	157 50
New York	140 00	103 25	Montgomery.....	151 00
Boston.....	142 00	105 25	Macon, Ga. ".....	154 50
Pittsburg.....	132 00	-----	Augusta, Ga. ".....	158 00
Philadelphia.....	138 00	102 25	Selma, Ala. ".....	148 00
Baltimore.....	137 00	102 00	Rome, Ga. ".....	146 50
Washington.....	137 00	-----	Decatur, Ala. ".....	137 75
St. Louis	118 00	85 00	Jackson, Miss.	143 25
Indianapolis.....	124 85	-----	Vicksburg.....	145 00
Cincinnati.....	129 45	94 00	Mobile.....	148 50
Louisville.....	129 00	93 50	New Orleans	151 25

SECOND CLASS PASSENGERS

Travel in Second class Cars on

EXPRESS TRAINS.

\$65 SAN FRANCISCO TO NEW YORK,
By Emigrant Train to Omaha, and Second Class Cars on Express
Trains from Omaha to New York. Time, 11 Days.

From San Francisco
TO OMAHA,

\$50

By Emigrant and
Mixed Trains.

Children not over Twelve (12) years of age, Half Fare; under
Five (5) years of age, Free.

100 Lbs. Baggage (to each Full Passenger) FREE.
50 " " (" " Half Fare ") "

Extra Baggage (over 100 lbs.) between San Francisco and Omaha,
Currency, \$15 per 100 pounds.

THE
HOWE MACHINE CO.'S
SEWING MACHINES,

Have become celebrated the world over. The work done by these Machines is unsurpassed, sewing the thinnest material and the heaviest goods with equal facility, and requiring no extra adjusting for uneven thickness or passing over seams.

THE ATTACHMENTS

For Hemming, Felling, Braiding, Cording, Quilting, Tucking, Binding, and Gathering,

Are of the Latest Improved Patterns, and are superior to those used on any other machine.

THE HOWE MACHINES

Are the Strongest and Simplest, and seldom or never give any trouble in operating.

H. A. DEMING,
AGENT FOR THE PACIFIC COAST,

No. 113 Kearny street, San Francisco, Cal.

Also, Agent for E. BUTTERICK & Co.'s CELEBRATED PATTERNS.

HASKELL & CO.,

Wholesale and Retail Dealers in

TEAS, WINES,

—AND—

FANCY GROCERIES,

HASKELL'S
TEA STORE,

Established in 1858.



THE MOST
POPULAR STORE
 For Choice Goods, at the
 Lowest Market Prices.

No. 605 MARKET STREET,

Near Second, in the Grand Hotel Building, San Francisco.

Agents for the "Boston Concentrated Yeast Cakes."

Central Pacific R. R.—Western Division—Alameda Branch.

Time Table.—Eastward.—April, 1871.

STATIONS.	D'y exc. Sund	Sun- days only.	D'y exc. Sund	Sun- days only.	D'y.	D'y.	D'y.
Leave San Francisco	A M 7 20	A M 9 00	A M 9 30	A M 11 30	P M 1 30	P M 4 00	P M 5 30
Alameda Wharf	8 00	9 30	10 00	12 00	2 00	4 30	6 00
Alameda Station	8 15	9 50	10 25	12 20	2 20	4 55	6 20
Fruit Vale	8 19	9 55	10 30	12 25	2 25	5 00	6 25
Simpson's	8 23	10 00	-----	-----	2 30	5 05	6 30
San Leandro	8 34	10 15	-----	-----	2 45	5 20	6 50
Arrive Haywards	8 55	10 30	-----	-----	3 00	5 35	7 15

Westward.

STATIONS.	D'y exc. Sund	D'y exc. Sund	Sun- days only.	D'y exc. Sund	Sun- days only.	D'y.	D'y.
Leave Hayward's	A M 4 15	A M 7 00	A M 8 30	A M 9 00	A M 11 00	P M -----	P M 3 25
San Leandro	4 45	7 15	8 45	9 15	11 15	-----	3 40
Simpson's	5 05	7 30	8 58	9 28	11 28	-----	3 55
Fruit Vale	5 10	7 32	9 02	9 32	11 32	1 30	4 00
Alameda Station	5 15	7 36	9 06	9 36	11 36	1 35	4 05
Alameda Wharf	5 35	8 00	9 30	10 00	12 00	2 00	4 30
Arrive San Francisco	6 30	8 30	10 00	10 30	12 30	2 30	5 00

Central Pacific R. R.—Western Division—Oakland Branch.

Time Table.—Eastward.—April, 1871.

STATIONS.	Dly exc. Sun	Dly exc. Sun	Dly	Dly	Dly	Dly	Dly	Dly	Dly	Dly	Dly	Dly	Dly exc. Sun
LEAVE	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M
San Francis.	-----	6 50	8 00	9 10	10 20	11 10	12 00	1 50	3 00	4 00	5 15	6 45	11 30
Oakl'nd Wrf	5 50	7 05	8 15	9 25	10 35	11 25	12 15	2 05	3 15	4 15	5 30	7 00	11 45
Oakland	6 15	7 30	8 40	9 50	11 00	11 50	12 40	2 30	3 40	4 40	5 55	7 25	12 10
Brooklyn...	6 25	7 40	8 50	10 00	-----	-----	12 50	2 40	-----	4 50	6 05	7 35	12 20
ARRIVE.													

Westward.

STATIONS.	Dly exc. Sun	Dly exc. Sun	Dly	Dly	Dly	Dly	Dly	Dly	Dly	Dly	Dly	Dly	Dly exc. Sun
LEAVE	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M
Brooklyn ..	5 15	6 30	7 40	8 50	10 00	-----	-----	1 30	2 40	-----	4 55	6 25	8 00
Oakland	5 25	6 40	7 50	9 00	10 10	11 00	11 50	1 40	2 50	3 50	5 05	6 35	8 10
Oakl'nd Wrf	5 50	7 05	8 15	9 25	10 35	11 25	12 15	2 05	3 15	4 15	5 30	7 00	8 35
S. Francisco	6 05	7 20	8 30	9 30	10 50	11 40	12 30	2 20	3 30	4 30	5 45	7 15	-----
ARRIVE.													

AN Irish gentleman and his wife, residing in Paris during the seige, were reduced by hunger to kill their favorite dog, "Pet," and serve him up at dinner. "Ah," said the gentleman, inspecting the animal's bones after the meal was over, "how poor Pet would enjoy these bones if he were alive!"

N. W. SPAULDING, Saw Smithing and Repairing Establishment,

Manufacturer of
Spaulding's Inserted Tooth
CIRCULAR SAWS.
They have proven the most desirable and economical Saws in the world.



SAW REPAIRING.
OF EVERY DESCRIPTION.
Send for Descriptive Catalogue.

NOS. 17 AND 19 FREMONT ST.

Near Market,

SAN FRANCISCO, CAL.

PACIFIC Saw Manufacturing Co.

17 and 19 Fremont St., San Francisco.

MANUFACTURERS OF

*Extra Cast Steel Circular, Mulay, Mill,
Drag, Gang, Cross-Cut, Hand,
Panel and Butcher*

SAWS.

Also, Billet and Wood-Cutters' Webs, Turning
and Scroll Saws, Saw Mandrels, Planing
Knives, Reaping and Mowing Sections,

And all Articles requiring an Elastic Spring Temper. All work warranted.

C. P. SHEFFIELD.

N. W. SPAULDING.

JAS. PATTERSON.

TIME TABLE

Chicago, Burlington and Missouri River R. R. Line

TIME TABLE

CHICAGO, BURLINGTON AND MISSOURI RIVER RAILROAD LINE.

Leave San Francisco. 8.00 A. M.	Arrive Omaha. 4.00 P. M.	Arrive Chicago. 3.25 P. M.	Arrive Niag. Falls. 1.30 P. M.	Arrive Buffalo. 1.55 P. M.	Arrive Pittsburg. 12.35 P. M.	Arrive Philad'lphia. 3.00 A. M.	Arrive Baltimore. 2.20 A. M.	Arrive New York. 7.00 A. M.	Arrive Boston. 11.00 A. M.
SUNDAY.....	Thursday	Friday....	Saturday.	Saturday.	Saturday.	Sunday...	Sunday...	Sunday...	Sunday..
MONDAY.....	Friday....	Saturday..	Sunday...	Sunday...	Sunday...	Monday..	Monday..	Monday..	Monday..
TUESDAY	Saturday.	Sunday...	Monday..	Monday..	Monday..	Tuesday..	Tuesday..	Tuesday..	Tuesday..
WEDNESDAY ...	Sunday...	Monday..	Tuesday..	Tuesday..	Tuesday..	Wednesday	Wednesday	Wednesday	Wednesday
THURSDAY	Monday..	Tuesday..	Wednesday	Wednesday	Wednesday	Thursday.	Thursday.	Thursday.	Thursday.
FRIDAY.....	Tuesday..	Wednesday	Thursday	Thursday	Thursday	Friday....	Friday....	Friday....	Friday....
SATURDAY	Wednesday	Thursday	Friday....	Friday....	Friday....	Saturday	Saturday..	Saturday..	Saturday..

PALACE DINING CARS BETWEEN OMAHA & CHICAGO.

LIFORNIA'S FAVORITE ROUTE! OVERLAND!

CHICAGO¹ BURLINGTON² & MISSOURI RIVER R. R.

The only line between Omaha and Chicago running both Pullman's Hotel and Palace Drawing Room Sleeping Cars.

THROUGH EXPRESS TRAINS

Leave San Francisco at 8 A. M., and connecting at Omaha with the **Chicago, Burlington and Missouri River Railroad**, leaving Omaha at 5.30 P. M., and arriving at Chicago at 4.00 P. M., making direct connections with the

Lake Shore and Michigan Southern,
Pittsburg, Fort Wayne and Chicago R. R.,
Chicago, Columbus and Indiana Central R. R.,
And Michigan Central and Great Western Railroads.



The Atlantic Hotel Express runs in direct connection with Express Trains from San Francisco, is the most complete Train of Cars run on any Railroad in the World, and comprises the Pullman Palace Drawing Room, Sleeping and

HOTEL DINING CARS,

and Palace Smoking and Saloon Passenger Cars.

Special Notice !!

Passengers bound to Chicago and Towns and Cities in the Atlantic States, should bear in mind that the **Chicago, Burlington and Missouri River Railroad** is the best built, best equipped and best managed Railroad west of Chicago, and the only Road running Passenger Trains in direct connection with the **Pacific Railroads**.

 Fully equipped with all modern Improvements for the comfort and safety of Travelers. 

Through Tickets, and general information can be obtained at the Company's Office,

214 Montgomery Street,
and at Central Pacific Railroad Office,
422 California Street, San Francisco.

D. W. HITCHCOCK.

General Agent, San Francisco, Cal.

For Time Table see opposite Page.

CONDENSED TIME TABLE

Showing the day and hour of arriving in principal Eastern Cities via the Great Overland Route.

Leave S. Francisco 8.00 A. M.	Arrive Omaha 2.10 P. M.	Arrive Chicago 3.35 P. M.	Arrive Pittsburg 11.55 A. M.	Arrive Harrisburg 10.35 P. M.	Arrive Baltimore 2.30 A. M.	Arrive Washingt'n 5.50 A. M.	Arrive Phila'delphia 3.10 A. M.	Arrive New York 6.41 A. M.	Arrive Boston 5.05 P. M.
Sunday	Thursday...	Friday	Saturday....	Saturday....	Sunday	Sunday	Sunday	Sunday	Sunday
Monday	Friday	Saturday	Sunday	Sunday	Monday	Monday	Monday	Monday	Monday
Tuesday	Saturday	Sunday	Monday	Monday	Tuesday	Tuesday	Tuesday	Tuesday	Tuesday
Wednesday	Sunday	Monday	Tuesday	Tuesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
Thursday	Monday	Tuesday	Wednesday	Wednesday	Thursday	Thursday	Thursday	Thursday	Thursday
Friday	Tuesday	Wednesday	Thursday	Thursday	Friday	Friday	Friday	Friday	Friday
Saturday	Wednesday	Thursday	Friday	Friday	Saturday	Saturday	Saturday	Saturday	Saturday

ASK FOR TICKETS, AND SEE THAT THEY READ VIA

PITTSBURG, FT. WAYNE & CHICAGO RAILWAY,
AND
PENNSYLVANIA CENTRAL R. R.

D. B. JACKSON, WM. A. JONES, Passenger Agts.

J. R. ERRINGER, Jr., Traveling Agent,

Pittsburgh, Fort Wayne and Chicago
—AND—
PENNSYLVANIA CENTRAL
ROUTE,

Is the **ONLY ONE** over which

PULLMAN

Runs **THREE DAILY LINES OF PALACES**, from
CHICAGO to HARRISBURG, PHILADELPHIA, and
NEW YORK WITHOUT CHANGE!

With but one change to

BALTIMORE, HARTFORD, PROVIDENCE,
SPRINGFIELD, NEW HAVEN, WORCESTER,
BOSTON!

Passengers in purchasing tickets over the Central and Union Pacific roads, must select either the Northwestern, Rock Island, or Burlington route between Omaha and Chicago; *but beyond Chicago they will secure the greatest comfort, pleasure, speed and safety, by taking tickets over the*

FORT WAYNE AND PENNSYLVANIA CENTRAL LINE.

This is the *Only Route* running its whole train—baggage, day and sleeping cars—through without change from Chicago to New York, so that passengers can secure their seats the entire distance **FREE OF CHARGE!** It also has two other express trains with Pullman's Palaces attached, while no other route from Chicago has more than one train with through sleepers to New York. *If passengers are ticketed by the Pennsylvania route they can remain over a train in Chicago; or if they should miss connection there, they can take a THROUGH CAR on either of the trains following.*

LADIES TRAVELING ALONE, OR FAMILIES WITH
CHILDREN, WILL FULLY APPRECIATE THE
ADVANTAGES OF THE

PENNSYLVANIA CENTRAL ROUTE,
OVER ALL OTHERS.

SAVING 61 TO 90 MILES DISTANCE,

—AND—
DISAGREEABLE CHANGES OF CARS
INCIDENT TO OTHER ROUTES.

Tickets by this Route for sale at all Ticket Offices in
SAN FRANCISCO OR SACRAMENTO.

T. L. KIMBALL,
 Gen'l Western Passenger Ag't, Chicago, Ill.

Southern Pacific Railroad

TIME TABLE

BETWEEN SAN FRANCISCO, SAN JOSE AND GILROY.

TRAINS LEAVE	No. 2 A.M.	No. 4 P.M.	No. 6 A.M.	TRAINS LEAVE	No. 1 A.M.	No. 3 P.M.	No. 5 A.M.
San Francisco, at.....	8 30	4 40	5 45	Gilroy, at.....	6 00	1 35	5 00
Junction.....	8 40			21-Mile House.....		1 55	
Bernal.....				18-Mile House.....		2 04	
San Miguel.....	8 50	5 00	6 25	15-Mile House.....	6 25	2 11	6 00
School House.....				Coyote.....	6 32	2 18	6 32
12-Mile Farm.....	9 06	5 16	6 50	7-Mile House.....		2 30	
San Bruno.....	9 13	5 23	7 05	San Jose.....	7 00	2 50	7 45
Millbrae.....	9 20	5 30	7 35	Santa Clara.....	7 10	3 05	8 05
Oak Grove.....				Lawrence.....	7 18	3 13	8 25
San Mateo.....	9 30	5 40	8 15	Murphy's.....	7 25	3 20	8 40
Belmont.....	9 42	5 53	9 18	Mountain View.....	7 32	3 30	9 20
Redwood City.....	9 50	6 00		Mayfield.....	7 43	3 41	10 07
East Redwood.....	9 52		9 52	Menlo Park.....	7 50	3 48	10 30
Fair Oaks.....				Fair Oaks.....			
Menlo Park.....	10 00	6 10	10 20	East Redwood.....		3 56	10 55
Mayfield.....	10 07	6 17	10 50	Redwood City.....	7 58	3 58	
Mountain View.....	10 18	6 28	11 20	Belmont.....	8 05	4 06	11 15
Murphy's.....	10 25	6 35	11 40	San Mateo.....	8 15	4 20	12 00
Lawrence.....	10 32	6 42	11 55	Oak Grove.....			
Santa Clara.....	10 40	6 50	12 15	Millbrae.....	8 25	4 30	12 20
San Jose.....	10 55	7 00	12 45	San Bruno.....	8 31	4 37	12 35
7-Mile House.....	11 10			12-Mile House.....	8 37	4 45	12 50
Coyote.....	11 22	7 28	1 45	School House.....			
15-Mile House.....	11 29	7 34	2 11	San Miguel.....	8 50	5 00	1 35
18-Mile House.....	11 36			Bernal.....			1 50
21-Mile House.....	11 45			Junction.....			
Gilroy.....arrive.....	12 10	8 00	3 15	San Francisco, arrive	9 10	5 20	2 05

Gilroy and Los Angeles.

Stage leaves Gilroy daily at 12.30 P. M. Stage leaves Los Angeles daily at 4 P. M.

PRINCIPAL STATIONS AND DISTANCES.

From GILROY to—

Salinas River.....	52 miles.
Paso Robles Hot Springs.....	136 "
San Luis Obispo.....	164 "
Santa Barbara.....	265 "
San Buenaventura.....	293 "
Los Angeles.....	366 "

CONNECTIONS.—At Gilroy, connects with cars of Southern P. R.R. for San Francisco. At San Juan, connects with stages for Watsonville and Santa Cruz, New Idria, Castroville, Salinas City, and Monterey. At San Luis Obispo, connects with stage for San Simeon. At Los Angeles, connects with stages for San Diego, Fort Yuma and Tucson, Wilmington, San Bernardino La Paz and Clear Creek.

A colored barber in Iowa, being subpoenaed to serve as a juror, was on the usual examination, asked, "are you a voter?" and brought down the house by answering, "I'se black enough, but not old enough."

SOUTHERN PACIFIC R. R. CO.



GENERAL OFFICE,

N. E. corner Montgomery and Market Streets,
SAN FRANCISCO.

CHAS. CROCKER.....	PRESIDENT
J. L. WILLCUTT.....	SECRETARY
M. HOPKINS.....	TREASURER
RICHARD P. HAMMOND.....	GENERAL SUPERINTENDENT

FREIGHT AND PASSENGER DEPOT,

Junction of Market and Valencia Sts.

Stages connect with morning trains from SAN FRANCISCO as follows:

At SAN MATEO for Half Moon Bay and Pescadero.

At SANTA CLARA for Santa Cruz and Saratoga Springs.

At GILROY for all principal points South.

STAGE CONNECTIONS, C. P. and W. P. R. Rs.

FROM	TO	MILES.	LEAVE.	TIME.	FARE.
Bantas.....	Mahoney's	34	12 00 M....	-----	\$3 50
"	Hill's Ferry	40	"	-----	4 00
"	Antioch	36	"	-----	3 00
Modesto	Snellings	36	6 00 A. M..	-----	4 00
"	Mariposa	72	"	26 hours..	7 50
"	Coulterville	80	"	18 hours..	-----
"	Big Trees	80	"	16 hours..	-----
"	Yosemite	100	"	32 hours..	-----
"	Visalia	156	"	-----	16 50
Stockton	Murphy's	64	"	12 hours..	12 00
"	Columbia	69	"	12 hours..	6 00
"	Silver Mount'n..	111	"	24 hours..	18 00
Mokelumne	Camanche	18	12 45	-----	1 50
"	Campo Seco	23	"	-----	2 00
"	San Andreas	35	"	-----	3 50
Galt	Ione City	24	2 00 P. M..	-----	2 75
"	Jackson	34	"	-----	5 00
"	Sutter Creek	34	"	-----	5 00
"	Mokelum'e Hill ..	41	"	-----	5 75
"	Calaveras Big T ..	71	"	-----	10 00
Marysville	Downieville	65	4 00 A. M..	13 hours..	10 00
"	N. San Juan	38	6 30	8 hours..	4 00
Sesma	Portland	600	6 00	-----	40 00
Auburn	Michigan Bluffs ..	30	4 30	3 hours..	6 00
"	Coloma	19	"	-----	3 50
Colfax	Grass Valley	13	5 30	2 hours..	2 75
"	Nevada	17	"	2½ hours..	2 75
"	N. San Juan	29	"	5 hours..	5 00
Dutch Flat	Nevada	17	6 30 A. M..	3½ hours..	2 50
Truckee	Lake Tahoe	14	6 00 A. M..	3 hours..	3 00
"	Donner Lake	2	-----	-----	-----
"	Sierraville	30	9 00 A. M..	-----	3 00
Reno	Virginia City	21	1.30 A. M..	2½ hours..	4 00
"	Carson City	32	"	5½ hours..	5 00
Mill City	Unionville	20	8.30 A. M..	3½ hours..	4 00
Battle Mountain ..	Austin	96	2 30 P. M..	16 hours..	20 00
Palisade	Hamilton	120	3 00	22 hours..	20 00
"	Eureka	80	"	20 hours..	15 00
Elko	Cope	85	4 30 P. M..	-----	20 00
"	Silver City	186	"	-----	45 00
"	Boise City	214	"	-----	60 00
Relton	Boise City	235	6 00 A. M..	-----	60 00
"	Baker City	380	"	-----	70 00
"	Uniontown	415	"	-----	75 00

A joker being asked whether the word "humor" should be pronounced with or without the aspirate replied; "Yumor pronounce it just as you please."

A northern English rector used to think it polite not to begin service before the arrival of the 'Squire. A little while ago he forgot his manners and began: "When the wickedest man——"
"Stop, sir," called out the clerk; "He hasn't come yet."

"Have you Blasted Hopes?" asked a lady of a green librarian, whose face was much swollen by toothache. "No ma'am," he replied, "but I have a blasted toothache."

White Pine Stage Line!



GREAT THROUGH ROUTE FROM PALISADES, via Railroad District, Mineral Hill, Eureka (or Nappias), Secret Canon (or Vanderbilt), and Silverado, TO HAMILTON AND PIOCHE.

Fine Stock and latest Improved Concord Coaches, leave Palisades daily on the arrival of Passenger Train from the West, arriving at Hamilton early next day. Passengers for Hamilton will find this much the Shortest, Cheapest and Pleasantest route: For through Tickets apply at the C. P. R. R. Ticket Office, Sacramento.

VIRGINIA CITY AND RENO STAGE LINE.

Stages leave Reno daily, on arrival of the cars.
Accommodation Stage leaves Reno daily at 8 A. M.
Accommodation Stage leaves Virginia daily at 12 M.
Regular Stage leaves Virginia daily at 8 P. M. connecting
with Cars.

WOODRUFF & ENNOR Proprietors.

From San Francisco to Japan and China.

Arrangements have been perfected with the PACIFIC STEAMSHIP COMPANIES, whereby Through Tickets can be sold from any portion of Europe, the United States or Canada, to Japan or China, and Australia.

These Tickets or Orders must be presented for exchange at the C. P. R. R. office, No. 422 CALIFORNIA STREET, San Francisco, where the passenger, upon surrender of the same, will be berthed for passage on the books of the Pacific Mail Steamship Company. Steamers leave San Francisco on FIRST OF EVERY MONTH.

Rates Payable in U. S. Gold Coin.	1st Class, or Cabin.	2d Class, or Ste'ge.
San Francisco to Yokohama, Japan.....	\$250 00	\$ 85 00
" " Hiogo, "	290 00	100 00
" " Nagasaki "	300 00	100 00
" " Hongkong, China.....	300 00	100 00
" " Shanghai "	300 00	100 00

SAN FRANCISCO TO AUSTRALIA.

Via North Pacific Transportation Co.'s Steamers.

Steamer leaves San Francisco 10th of every Month, touching at HONOLULU.

Rates Payable in U. S. Gold Coin.	First Cabin.	Second Cabin.	Steerage.
S. Fran'sco to Honolulu, Sandwich I'ds	\$ 60 00	\$.....	\$ 30 00
" " Auckland, N. Zealand..	175 00	135 00	100 00
" " Sydney, Australia	200 00	150 00	100 00
" " Melbourne "	220 00	.....	110 00

Via North Pacific Transportation Company's Steamers.

Rates Payable in U. S. Gold Coin.	Cabin.	Steerage.
S. Francisco to Crescent City, Cal., N. Pacific.	\$ 26 00	\$15 50
" Umpqua River " "	36 00	20 50
" Portland, Oregon, " "	36 00	20 50
" Victoria, B. C., " "	40 00	15 00
" Sitka, Alaska, " "	100 00	50 00
" San Pedro, Cal., South Pacific.	20 00	15 00
" San Diego, " " "	25 00	17 00
" Mazatlan, Mexico, " "	92 00	47 00
" Guaymas, " " "	100 00	50 00

50 lbs. Baggage is allowed to each full First Class Passenger on the Steamers.

FOR THE VERY BEST

PHOTOGRAPHS

GO TO

BRADLEY & RULOFSON

No. 429 MONTGOMERY STREET,

SAN FRANCISCO.

Table of Distances and Elevations BETWEEN SAN FRANCISCO AND NEW YORK CITY.

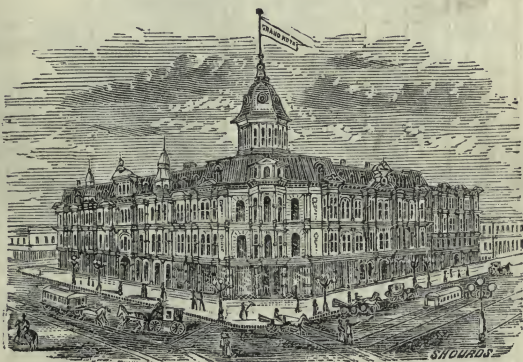
Western, Central and Union Pacific R. R. to Omaha.

For Time Tables on this Route see pages 4, 6, 8, 10, 12, 14, 16, 18, 20, 30 and 32.

STATIONS.	Dist. from S.Fr.	Dist. from Sacr.	Elev. ation	STATIONS.	Dist. from S.Fr.	Dist. from Ptry	Elev. ation
Western Pacific 138 miles*				Oreana.....	400	428	4,206
San Francisco	0	138	---	Rye Patch.....	411	417	4,285
Oakland.....	5	133	---	Humboldt.....	422	406	4,262
Alameda.....	8	130	---	Mill City.....	434	394	4,256
San Leandro.....	14	124	---	Raspberry.....	441	387	4,354
Lorenzo.....	18	120	---	Rose Creek.....	451	377	4,348
Niles.....	30	103	148	Winnemucca.....	462	366	4,355
Pleasanton.....	42	96	---	Tule.....	468	360	---
Livermore.....	47	91	520	Gulconda.....	479	349	4,419
Altamont.....	55	83	---	Iron Point.....	490	338	---
Midway.....	63	75	---	Stone House.....	503	325	4,449
Ellis.....	69	69	---	Battle Mountain.....	517	311	4,534
Panola.....	74	64	48	Argenta.....	534	294	4,575
Stockton.....	90	48	46	Shoshone.....	545	283	4,665
Mokelumne.....	103	35	---	Be-o-wa-we.....	555	273	4,717
Galt.....	111	27	73	Palisade.....	574	254	4,870
Cosumnes.....	119	19	---	Cariin.....	583	245	4,930
Elk Grove.....	122	16	---	Moleen.....	594	234	5,060
Florin.....	129	9	---	Elko.....	606	222	5,030
Brighton.....	133	5	---	Osino.....	616	212	5,100
Sacramento.....	138	0	56	Halleck.....	628	202	5,220
Central Pacific 690 mls.				Deeth.....	642	186	---
Sacramento	138	690	56	Tulasco.....	655	173	5,418
Arcade.....	146	682	76	Wells.....	663	165	5,650
Junction.....	156	672	189	Independence.....	677	151	6,115
Rocklin.....	160	663	269	Pequop.....	689	139	6,180
Pino.....	163	665	---	Toano.....	697	131	5,964
Newcastle.....	169	659	920	Loray.....	706	122	---
Auburn.....	174	654	1,335	Montello.....	715	113	4,800
Clipper Gap.....	181	647	---	Tecoma.....	725	104	4,600
New England Mills.....	187	641	---	Lucin.....	734	94	4,400
Colfax.....	192	636	2,448	Bovine.....	747	81	4,233
C. H. Mills.....	197	631	---	Terrace.....	759	69	4,450
Gold Run.....	202	626	3,245	Matlin.....	774	54	4,821
Dutch Flat.....	205	623	3,425	Kelton.....	790	38	4,500
Alta.....	207	621	3,625	Monument.....	807	21	4,290
Shady Run.....	212	616	---	Rozel.....	820	8	4,600
Blue Canon.....	216	612	4,700	Promontory.....	828	0	4,943
Emigrant Gap.....	221	607	5,300				
Cisco.....	230	598	5,911	Union Pacific 1084 mls.			
Tamarack.....	233	595	---	Ogden City.....	880	1,023	4,320
Cascade.....	237	591	---	Weber Canon.....	890	1,022	4,654
Summit.....	243	585	7,042	Upper Weber.....	907	1,005	5,085
Strong's Canon.....	245	583	---	Echo City.....	922	990	5,764
Truckee.....	258	570	5,866	Echo Summit.....	946	866	6,880
Boca.....	266	562	5,560	Gilmer.....	956	956	6,760
Verdi.....	281	547	4,915	Bryan.....	1,056	856	6,310
Reno.....	292	536	4,525	Green River.....	1,061	851	6,145
Camp 37.....	300	528	4,400	Benton.....	1,181	731	6,695
Clark's.....	312	516	4,290	Laramie.....	1,339	573	7,175
Wadsworth.....	327	501	4,104	Sherman.....	1,363	540	8,424
Desert.....	336	492	---	Cheyenne.....	1,396	516	7,040
Hot Springs.....	346	482	4,098	North Platte.....	1,621	261	2,790
White Plains.....	361	467	3,921	Omaha.....	1,912	0	965
Brown's.....	373	455	3,955	Chicago.....	2,406	1,037	625
Granite Point.....	380	448	---	New York.....	3,305	0	Tide.
Lovelock's.....	389	439	4,100				

Grand Hotel,

San Francisco, Cal.



JOHNSON & CO. - - - PROPRIETORS.

COR. MARKET AND MONTGOMERY STS.

California Pacific Railroad.--Time Table.

TRAINS FROM VALLEJO.

Freight No. 9	Freight No. 7.	Pass'r No. 3	Pass'r No. 1
LVP.M.	LVA.M.	LVP.M.	LVA.M.
2 00	7 00	5 50	8 00
2 30	7 30	6 10	10 05
2 50	7 55	6 25	10 15
3 05	8 20	6 35	10 27
3 35	8 50	6 50	10 40
4 25	9 50	7 12	11 05
4 55	10 15	7 23	11 20
5 10	10 40	7 33	11 35
6 00	11 30	7 50	12 00
Arrive	Arrive	8 20	12 30
Arr.M.	Arr.M.	Arr.M.	Arr.M.

Pass'r No. 3	Pass'r No. 1
LVP.M.	LVA.M.
7 00	11 00
7 50	12 00
8 12	12 30
8 32	1 00
9 00	1 40
9 30	2 15
Arr.M.	Arr.M.

Napa Valley Trains.

Pass'r No. 3.	Ac. Ft. No. 1.
5 45	9 50
6 05	10 15
6 20	10 35
6 35	10 50
7 00	11 30
7 15	11 45
7 35	12 10
8 00	12 45
Arr.M.	Arr.M.

TRAINS TOWARD VALLEJO.

Stations.	Dist's from Val.	Pass'r No. 2	Pass'r No. 4	Freight No. 8	Freight No. 10
SAN FRANCISCO.		Arr.M.	Arr.M.	Arrive	Arrive
VALLEJO	23	9 45	5 45	8 00	12 30
N. JUNCTION	7	9 25	5 25	7 20	11 55
SUMMIT	4	9 15	5 15	7 00	11 30
BRIDGEPORT	4	9 05	5 05	6 35	11 10
FAIRFIELD	5	8 50	4 50	6 05	10 40
VACA	10	8 30	4 25	5 20	9 50
BATAVIA	4 1/2	8 15	4 15	4 55	9 15
DIXON	3 1/2	8 05	4 04	4 35	8 55
DAVIS	8	7 45	3 45	3 50	8 00
SACRAMENTO	14	7 15	3 15	LVP.M.	LVA.M.
		LVA.M.	LVP.M.		

Stations.	Dist's from Val.	Pass'r No. 2	Pass'r No. 4	Freight No. 8	Freight No. 10
SACRAMENTO		Arr.M.	Arrive		
DAVIS	14	8 20	4 30		
WOODLAND	9 1/2	7 45	3 45		
K. LANDING.	9 1/2	7 20	3 05		
SUTTER.	11	7 00	2 30		
MARYSVILLE.	12	6 80	1 40		
		6 00	1 00		
		LVA.M.	LVP.M.		

Napa Valley Trains.

Pass'r No. 2.	Ac. Ft. No. 4.
9 45	5 25
9 28	4 55
9 10	4 35
8 55	4 20
8 25	3 45
8 15	3 30
7 55	3 05
7 30	2 30
LVA.M.	LVP.M.

R. S. MATTISON,
General Superintendent,

ALL TRAINS STOP
TWENTY MINUTES!

At the
SILVER PALACE

Refreshment Saloon



**Railroad Depot, Sacramento City,
 CALIFORNIA.**

Ladies' Dining Room attached, where

 **LUNCH** 

Of every variety can be had at a moment's notice

For Train Passengers.

— ALSO —

The very Finest Brands of

CIGARS, LIQUORS AND TOBACCO.

JACK BIDERMAN, Proprietor.

Call and See him!

San Francisco and Portland.

NORTH PACIFIC TRANSPORTATION COMPANY.

Gen. Agents, HOLLADAY & BRENHAM, 426 California street, San Francisco.

San Fran. to Portland			Portland to San Fran		
St'rge	1st. C	Miles	PORTS.		
				Miles	1st. C S r'ge
			Depart..San Francisco..Arrive.	670	\$36 00 \$20 50
		554	-----Columbia Bar-----	116	
\$20 50	\$36 00	566	-----Astoria-----	104	
20 50	36 00	670	Arrive.... Portland....Depart		

CONNECTIONS.

At ASTORIA, with steamer for Monticello.

At PORTLAND, connects with steamer California for Victoria. Distance 300 miles. Fare, first cabin, \$20; steerage, \$10. Time, 36 hours.

At PORTLAND, connects with Oregon Steam Navigation Company's steamers for Dalles; distance, 120 miles; fare, \$6.25; time, 13 hours. And Wallula, distance, 245 miles; fare, \$16.

At PORTLAND, connects with People's Transportation Company's steamers for all points on the Willamette river.

*Steamers have no regular day, but leave about every ten days.

Portland and Eugene City.

PEOPLE'S TRANSPORTATION COMPANY'S RIVER LINE.

STEAMBOATS.

ALERT.....	Capt. GEO. A. PEASE.	ECHO.....	Capt. SEBAS. MILLER.
SENATOR.....	" J. KELOGG.	DAYTON.....	" J. T. APPERSON.
RELIANCE.....	" J. C. COCHRAN.	UNION.....	" MILES BELL.
FANNIE PATON.....	" GEO. JEROME.	SUCCESS.....	" A. VICKERS.
ALBANY.....	" JAS. D. MILLER.	EUGENE CITY	" P. SHANNON.
ACTIVE.....	" L. E. PRATT.		

Portland to Oregon City.

Boats leave Portland daily at 6:30 A. M and 2 P. M. for Oregon City, and leave Oregon City daily at 7:30 A. M. and 1 P. M. for Portland. Distance, 13 miles. Fare, 50 cents.

Oregon City to Corvallis.

From July to November boats leave Oregon City on Monday, Tuesday, Thursday and Friday for Butteville. Distance, 15 miles. Fare, 50 cents; Fairfield, 22 miles, \$2; Salem, 46 miles, \$2.50; Independence, 59 miles, \$3; Albany, 79 miles, \$3.50; Corvallis, 91 miles, \$4. Returning, leave Corvallis on Tuesday, Wednesday, Friday and Saturday. Time to and from Corvallis, 3 days.

From November to July, boats leave Oregon City and Corvallis daily, except Sunday.

Corvallis to Eugene City.

Boats leave Corvallis irregularly, two or three times a week, for Peoria. Distance from Oregon City, 106 miles. Fare, \$4.50; Harrisburg, 126 miles, fare, \$5.00; Eugene City, 152 miles; fare, \$6.00.

Distance from Portland to Eugene City, 165 miles. Fare, \$6.50. Meals and berths extra. Time, up the river, 48 hours; down, 24 hours.

San Francisco, Eureka and Crescent City.

NORTH PACIFIC TRANSPORTATION COMPANY.

Steamer PELICAN, 650 tons, leaves Folsom street wharf, San Francisco, on the 5th and 20th of each month, at 10 A. M., for Eureka. Distance, 223 miles. Fare, \$21 first class; \$12.50 steerage; Trinidad, 239 miles; fare, \$26 and \$15.50; Crescent City, 280 miles; fare, \$26 and \$15.50; and on the 5th of each month the steamer extends her trip to Coos Bay and Umpqua river 402 miles; fare, \$36 and \$20.50.

HUMBOLDT HOUSE.

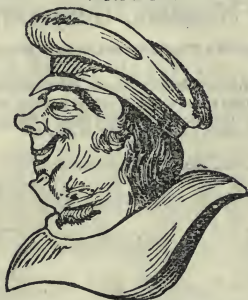
HUMBOLDT STATION, C. P. R. R.

The best Eating Station on the line of the Central Pac. R. R.

Trains Stop 25 Minutes for Meals!

The Table is supplied with all the delicacies
of the Season.

And I did not.



I dined at the Humboldt House.

Meals, 75 cents Coin, or \$1 Currency.

The finest water east of the Sierra Nevada Mountains, brought from a living Spring, and supplying a beautiful Fountain in the Bar Room.

DANIELS & MEACHAM.....Proprietors.

San Francisco, Santa Barbara and San Diego.

NORTH PACIFIC TRANSPORTATION COMPANY.

General Agents, HOLLADAY & BRENHAM, 426 California St., San Francisco,

San Fran. to San Diego.				PORTS.	San Diego to San Fran.			
FARE.		Hours.	Miles.		Miles.	Hours.	FARE.	
St'rage	1st C'in						1st C'in	St'rage
\$10 00	\$15 00	30	280	San Francisco.	446	70	\$25 00	\$17 00
15 00	20 00	48	364	Santa Barbara.	166	40	20 00	15 00
15 00	20 00		373	San Pedro.	82	22	10 00	5 00
17 00	25 00	70	446	Anaheim Landing.	73			
				San Diego.				

At SAN PEDRO R. Rd. connects for Los Angeles. Distance, 25 miles. Fare \$3
At LOS ANGELES, stages connect for all parts of So. California and Arizona.

San Francisco, Mazatlan, Guaymas, and La Paz.

North Pacific Transportation Company.

General Agents, HOLLADAY & BRENHAM, 426 California Street, S. F.

Steamship Montana, 1004 tons, Capt. Porter, leaves Folsom st. wharf, San Francisco, for Mazatlan, Guaymas, and La Paz, and La Paz for Mazatlan, Guaymas and San Francisco, once in 35 or 40 days.

From San Francisco to La Paz.				PORTS.	From La Paz to San Francisco.			
FARE.		Days	Miles		Miles	Day	FARE.	
Stg'e	1st C.						1st C.	St'rg.
\$40 00	\$75 00		1142	.....San Francisco.....	1805	11	\$92 00	\$47 00
42 00	82 00	8	1480	.....Cape St. Lucas.....			50 00	30 00
45 00	90 00	13	1710	.....Mazatlan.....	325	2	44 00	24 00
45 00	100 00	17	1805	.....Guaymas.....			25 00	16 00
				.....La Paz.....				

San Francisco and Honolulu.

NORTH PACIFIC TRANSPORTATION COMPANY.

General Agents, HOLLADAY & BRENHAM, 426 California street, San Francisco.

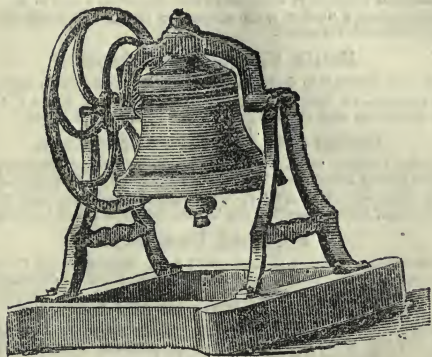
Steamers leave Folsom street wharf, San Francisco, about every 35 days.

Distance from San Francisco to Honolulu, 2,100 miles.

Fare, first cabin, \$75; steerage, \$40. Time, 12 days.

At HONOLULU, steamer from San Francisco connects with steamer Kilauea, for Maui Hawaii, and intermediate landings. Distance from Honolulu to Hawaii, 175 miles; fare, \$12.

W. T. GARRATT'S



BRASS AND BELL FOUNDRY,

Corner Mission and Fremont Sts., San Francisco,

MANUFACTURER AND IMPORTER OF

Church and Steamboat Bells and Gongs.


Brass Castings of all kinds.

Fire Engines, Force and Lift Pumps, Hose Couplings, Babbitt Metal, Water Gauges and Glass Tubes for Steam Boilers, Steam Gauges, Steam Cocks, and Valves of all descriptions, Magnetic Gauges, Steam Whistles, Roper's Caloric Engines,

Hydraulic Pipes and Nozzles for Mining purposes.

Garratt's Improved Journal Metal.

Importer of Iron Pipe and Malleable Iron Fittings.

 All kinds of Ship Work and Composition Nails at lowest rates.

TRAVEL BY STAGE.

Austin and Hamilton.

Stage leaves Austin Mondays, Wednesdays and Fridays at 8 A. M. Stage leaves Hamilton Tuesdays, Thursdays and Saturdays at 8 A. M.

CONNECTIONS.—At Austin, with stage for Battle Mountain on the Pacific Railroad. Distance, 115 miles.

Battle Mountain and Austin.

Leaves Battle Mountain daily at 2.00 P. M. Leaves Austin daily at 8 A. M.

CONNECTIONS.—At Battle Mountain, with C. P. R. R. At Austin, with stages for Southern and Eastern Nevada. Distance, 96 miles.

Carson City and Silver Mountain.

Stages leave Carson City, Monday, Wednesday and Friday, at 6 A. M. Stages leave Silver Mountain, Tuesday, Thursday and Saturday at 6 A. M.

CONNECTIONS.—At Carson City, with stages for Reno and Virginia. At Silver Mountain, with stages for Big Trees, Murphy's and Stockton.

Elko and Hamilton.

Stages leave Elko daily at 11 A. M. and 7 P. M. stages leave Hamilton daily at 10 A. M. and 11 A. M. Connect at Elko with C. P. R. R. Distance, 120 miles.

Gilroy, Visalia, Havilah and Sageland.

Stage leaves Gilroy every Monday, Wednesday and Friday on the arrival of the 8.20 A. M. train from San Francisco. Stage leaves Sageland every Monday, Wednesday and Friday at 6 A. M.

PRINCIPAL STATIONS AND DISTANCES.

From GILROY to	
Firebaugh's Ferry.....	73 miles.
Elk Horn.....	125 "
Visalia.....	168 "
White River.....	221 "
Linn's Valley.....	239 "
Kern River.....	259 "
Havilah.....	279 "
Sageland.....	319 "

From Havilah, a line of stages run to Shermantown, White Pine, distance, 425 miles, via Sageland, 40 miles; Soldiers' Wells, 70; Little Lake, 100; Big Lake, 120; Lone Pine, 148; Independence, 166; Big Pine, 194; Warm Springs, 224; McBride's Ranch, 244; Columbus, 283; San Antonio, 313; Belmont, 343. Toll House, 359; Duckwater, 407 miles.

Truckee and Lake Tahoe.

Stages leave Truckee every morning at 7 o'clock for Lake Tahoe. Distance, 15 miles; fare for round trip, \$2.

Truckee and Sierra Valley.

Campbell & Burke's stages leave Truckee every Monday, Wednesday and Friday for Sierra Valley. Fare to Loyaltown, \$3; to Sierraville and Randolph, \$4.

Virginia and Dayton.

Stages leave Virginia at 8.30 A. M. and 3 P. M., daily. Stages leave Dayton at 8.30 A. M. and 2.30 P. M., daily.

Winnemucca, Camp McDermitt and Silver City.

Stage Leaves Winnemucca daily on arrival of first train from Sacramento.

PRINCIPAL STATIONS AND DISTANCES.

From WINNEMUCCA to—	
Camp McDermott.....	81 miles.
Owyhee Ferry.....	150 "
Silver City.....	206 "

Fire, Marine and Inland Insurance.

**UNION
INSURANCE COMPANY,
OF SAN FRANCISCO,**

Nos. 416 and 418 California Street,
THE CALIFORNIA LLOYDS, ESTABLISHED IN 1861.

Cash Capital,.....\$750,000 Gold Coin.

Assets exceed ... \$1,000,000 do.

Fair Rates ! Solid Security !

PROMPT SETTLEMENT OF LOSSES!

GUSTAVE TOUCHARD, President,

CHAS. D. HAVEN, Sec'y.

**EDWARD CADWALADER, Agent,
SACRAMENTO.**

OCEAN TRAVEL.

Pacific Mail Steamship company's Steamers.

PACIFIC SIDE.		ATLANTIC SIDE.	
Vessels.	Tons.	Vessels.	Tons.
Constitution.....	3,600	Alaska.....	4,011
Colorado.....	3,880	Arizona.....	2,794
Golden City.....	3,600	Henry Chauncey.....	2,657
Montana.....	2,676	Ocean Queen.....	2,715
Sacramento.....	2,682	Rising Star.....	2,727
California.....	1,100	Ariel.....	1,736
Oregonian.....	2,000	Mariposa.....	1,089
St. Louis.....	1,711	Monterey.....	1,037
CHINA LINE.		Northern Light.....	2,056
America.....	4,300	North Star.....	1,867
China.....	3,837		
Japan.....	4,352		
Great Republic.....	3,880		
New York.....	2,117		
Costa Rica.....	1,917		

The Company's steamers leave San Francisco for New York via Panama, at 11 o'clock A. M. on the 3d and 18th of each month—when either of these dates fall on Sunday, will leave on the Saturday preceding.

Steamer of the 3d touches at Manzanillo—all touch at Acapulco.

Steamer of the 3d makes close connection with steamers from Central and South America.

Steamer of the 3d, is expected to connect with the French Trans-Atlantic Company's steamer for St. Nazaire, and English steamers for Southampton and South America.

Steamers for Hong Kong via Yokohama (connecting at Yokohama with steamer for Shanghai) leave San Francisco at 12 M. on the 1st of each month.

Through tickets to Liverpool by the "Inman" and National Steamship lines can be obtained; also orders for passage from Liverpool or Southampton to San Francisco either from New York or St. Thomas. Passengers berthed through.

North Pacific Transportation Company's Steamers.

Vessels.	Tons.	Vessels.	Tons.
Active.....	510	Moses Taylor.....	1,354
Ajax.....	1,355	Oriflamme.....	1,082
California.....	674	Orizaba.....	1,334
Continental.....	1,626	Pacific.....	876
Gussie Telfair.....	413	Panama.....	883
Idaho.....	1,077	Pelican.....	445
John L. Stephens.....	1,837	Senator.....	701
Montana.....	1,004	Sierra Nevada.....	1,257

This Company's steamers leave as follows:

FOR PORTLAND AND VICTORIA—Tri-monthly during Summer.

FOR SITKA—Occasionally

FOR EUREKA, TRINIDAD AND CRESCENT CITY—Twice a month.

SANTA CRUZ, MONTEREY, SAN SIMEON BAY, AND SAN LOUIS OBISPO—About every ten days.

FOR SANTA BARBARA, SAN PEDRO, ANAHEIM LANDING AND SAN DIEGO—Every Saturday.

FOR MEXICO—Once a month.

FOR HONOLULU—Once a month.

A simple-looking country woman on entering a railway carriage, was accosted by a fop, who thought to take a rise out of her, with "How do you do?" "No, that ill," replied the dame, "but I dinna ken wha's speiirin." "Oh don't you know me?" said the fop. "I'm the devil's sister's son." "Eh, laddie," said she, "but you're like your uncle!"

NEW ENGLAND MUTUAL LIFE INSURANCE CO., OF BOSTON, MASS.,

Incorporated in 1835.

PURELY MUTUAL.

GOVERNED BY THE
NON-FORFEITURE LAW OF MASSACHUSETTS.

All Policies Exempt from Execution.

DIVIDENDS DECLARED AND AVAILABLE ANNUALLY.

Examine the following statements, and judge for yourselves as to the security and advantages offered:

Cash Assets.....\$9,685,481 66
Accumulation for the year ending Dec. 31, 1870.. 1,700,000 00

The New England Mutual Life Insurance Co., of Boston, is the only company on this coast governed by the Massachusetts Non-Forfeiture Law. This Company was incorporated A. D. 1835, and has accumulated assets of \$9,685,481.66.

The following lapsed Policies have been paid on this Coast, under this law by this Company:

POLICY NUMBER	OVER DUE AT TIME OF DEATH	AMT. INS'RD AND PAID.
13,054.....	6 months.....	\$5,000
33,016.....	4 months.....	10,000
33,216.....	3 months.....	1,000
29,166.....	10 days.....	2,500
36,559.....	11 months.....	5,000
33,538.....	4 months.....	3,000

Had these Policies been in any other company doing business on this coast, they would have been forfeited.

Consult your own interest by insuring in an old and well-established Company, which supports no Stockholders, but DIVIDES ALL PROFITS AMONG THE ASSURED.

This Company is not restricted to investing its funds in Massachusetts. The funds are invested in the best securities, where the largest interest is obtainable. Thus it has been enabled to return as dividends to the policy holders, in cash, during the last four years, \$2,466,109 00. Dividends payable annually, in cash.

Anonymous statements having been circulated that one-third of the profits of this Company are annually paid to the Massachusetts Hospital Fund, it is hereby distinctly affirmed that said provision includes only *Stock Companies*—the New England being *Purely Mutual*. Not a single dollar is paid by this Company into the Massachusetts Hospital Fund. The entire surplus is paid to Policy Holders.

EVERSON & MIDDLEMISS, Gen'l Ag'ts,

Cor. California and Sansome Streets, San Francisco.

JOSEPH MIDDLEMISS, } No. 113 J Street, between 4th and 5th,
Resident Gen'l Agent, } SACRAMENTO.

GENERAL ROUTES FROM SAN FRANCISCO—Continued.

San Francisco to

- MARTINEZ, Cal.—21 miles. Str. to Benicia, ferry to Martinez.
- MARYSVILLE, " 135 miles. C. P. R. R. via Sacramento; also Str. to Vallejo, and rail to Marysville.
- MONTEREY, Cal.—100 miles. Steamer (or railroad and stage).
- NANIMO, V. I.—830 miles. Str. via Victoria.
- NAPA CITY, Cal.—39 miles. Str. to Vallejo, railroad to Napa.
- NEVADA, " 100 miles. Str. or rail to Sac., R. R. to Colfax, stage to N.
- NEW WESTMINSTER, B. C.—830 miles. Str. via Victoria, once a month.
- OLYMPIA, W. T.—Str. to Victoria, str. to Olympia.
- OREGON CITY, Oregon.—683 miles. Str. to Portland, str. to O. City.
- OROVILLE, Cal.—161 miles. Str. or rail to Sacramento, rail to Oroville, via Marysville.
- PETALUMA, Cal.—43 miles. Str. twice a day.
- PLACERVILLE, Cal.—180 miles. Str. or rail to Sac., rail to Shingle Springs, stage to Placerville.
- PORTLAND, O.—733 mls. Railr'd to Tehama, stage to P. Str. once in 10 days.
- PRESCOTT, A. T.—943 miles. Str. to San Pedro, stage to Los Angeles, San Bernardino, La Paz, Wickenburg, horseback to Prescott.
- PROVO, Utah—790 miles. Str. or rail to Sac., rail to Ogden, stage to Provo.
- QUINCY, Cal.—276 miles. Str. or rail to Sac., rail to Oroville, stage to Quincy via La Porte.
- RED BLUFF—255 miles. Str. or rail to Sac., rail to Chico, stage to R. B.
- REDWOOD CITY, Cal.—28 miles. S. P. R. R., 3 times a day.
- ROSEBURG, Oregon.—532 miles. Str. or rail to Sac., rail to Chico, stage to Roseburg.
- SACRAMENTO, Cal.—83 miles. Railroad or Steamer.
- SALEM, Oregon.—730 miles. Str. to Portland, str. to Salem.
- SALT LAKE CITY, U. T.—750 mls. Str. or rail to Sac. rail to Ogden, rail to Salt Lake City.
- SAN ANDREAS, Cal.—152 miles. Str. or rail to Stockton, stage to S. A.
- SAN BERNARDINO, Cal.—454 miles. Str. to San Pedro, stage to S. B.
- SAN DIEGO, Cal.—446 miles. Str. weekly.
- SAN JOSE, " 50 miles. C. P. R. R. and S. P. R. R., 3 times a day.
- SAN LEANDRO, Cal.—18 mls. Ferry and rail, via Alameda, 5 times a day.
- SAN LUIS OBISPO, Cal.—309 miles. Str. 3 times a month.
- SAN MATEO, Cal.—20 miles. S. P. R. R., 3 times a day.
- SAN PABLO, Cal.—20 miles. Ferry to Oakland, stage to San P. twice a day.
- SAN RAFAEL, Cal.—14 miles. Ferry to San Quentin, rail to S. R.
- SANTA BARBARA, Cal.—280 miles. Str. weekly.
- SANTA CLARA, " 46 miles. S. P. R. R., three times a day.
- SANTA CRUZ, Cal.—76 miles. Railroad to Santa Clara, stage to S. C.
- SITKA, Alaska.—1663 miles. Steamer.
- SNELLING, Cal.—174 miles. Str. or rail to Stockton, stage to Snelling.
- SONOMA, " 56 miles. Str. to Vallejo, rail to Napa, stage to Sonoma.
- SONORA, " 173 m. Str. or rail to Stockton, stage to S., via Chinese Cmp.
- STOCKTON, Cal.—90 miles. Railroad, and Str. daily.
- SUISUN, Cal.—43 miles. Str. to Vallejo, railroad to S. (Fairfield.)
- SUSANVILLE, Cal.—296 miles. str. or rail to Sac., rail to Reno, stage to S.
- VALLEJO, Cal.—23 miles. Steamer twice a day.
- VICTORIA, B. C.—750 miles. Steamer.
- VIRGINIA, Nev.—258 miles. Str. or rail to Sac., rail to Reno, stage to V.
- YREKA, Cal.—405 miles. Str. or rail to Sac., rail to Chico, stage to Yreka.

HOME
Mutual Insurance
 COMPANY,

OF CALIFORNIA.



15 Merchants Exch'ge Building

No. 433 California St.



CAPITAL AND ASSETS, \$500,000.

JOHN H. REDINGTON.....President.

GEO. H. HOWARD.....Vice President.

CHARLES R. STORY.....Secretary.

N. B. EDDY.....Marine Secretary.

H. H. BIGELOW, General Manager.

GENERAL ROUTES FROM SAN FRANCISCO.

Showing the most commonly traveled routes to the principal towns on the Pacific Coast.

San Francisco to

ALBANY, Oregon—678 miles. Steamer or railroad to Sacramento, railroad to Chico, stage to Albany.

ALVARADO, Cal.—29 miles. Ferry and railroad to Hayward's, stage to Alvarado.

ARCATA, Cal.—300 miles. Steamer or railroad to Petaluma, stage to Cloverdale, stage to Arcata (or by steamer via Eureka).

ASTORIA, Oregon—566 miles. Steamer once in 10 days.

AUBURN, Cal.—114 miles. Steamer or rail to Sacramento, rail to Auburn.

AURORA, Nev.—411 miles. Steamer or railroad to Sacramento, railroad to Reno, stage to Carson, stage to Aurora.

AUSTIN, Nev.—612 miles. Steamer or railroad to Sacramento, railroad to Battle Mountain, stage to Austin.

BELMONT, " 697 miles. (Same to Austin) stage to Belmont.

BIG TREES, Cal.—160 mls. Railroad to Galt, stage to Big Trees.

BOISE CITY, I. T.—1025 miles. Steamer or railroad to Sac., railroad to Kelton, stage to Boise City.

CALISTOGA, Cal.—66 miles. Steamer to Vallejo, railroad to Calistoga.

CARSON, Nev.—324 miles. Str. or rail to Sac., rail to Reno, stage to Carson.

CORVALLIS, Oregon—677 miles. Steamer or railroad to Sac., railroad to Chico, stage to Corvallis.

COLUMBIA, Cal.—159 miles. Str. or railroad to Stockton, stage to Columbia via Sonora.

COLUSA, Cal.—200 miles. Str. or rail to Sac., rail to Marysville, stage to Colusa, or rail to Knight's Landing and stage to Colusa.

CORINNE, U. T.—799 miles. Str. or rail to Sac., rail to Corinne.

DALLAS, Oregon.—739 mls. Str. to Portland, str. to Lafayette, stage to Dal

DALLES, Oregon.—790 miles. Str. to Portland, str. to Dalles

DOWNIEVILLE, Cal.—236 miles. Steamer or railroad to Sacramento, railroad to Marysville, stage to Downieville.

DUTCH FLAT, Cal.—197 miles. Str. or rail to Sac., rail to Dutch Flat.

EUREKA, " 223 miles. Str. twice a month.

EUGENE CITY, Oregon—637 miles. Str. or rail to Sac., rail to Chico, stage to Eugene City.

GEYSERS, Cal.—Str. to Petaluma, stage to Geysers via Healdsburg.

GILROY, Cal.—80 miles. Southern Pacific and S. C. & P. V. Railroads.

GRASS VALLEY, Cal.—200 miles. Str. or rail to Sac., rail to Colfax, stage to Grass Valley.

HAVILAH, Cal.—359 miles. Railroad to Gilroy, stage to Havilah.

HAYWARD S, Cal.—22½ miles. Ferry and Railroad.

HEALDSBURG, " 80 miles. Str. Petaluma, stage to Healdsburg.

IDAHO CITY, I. T.—745 miles. Str. or rail to Sacramento, rail to Kelton, stage to I. C., via Boise.

JACKSON, Cal.—181 miles. Str. or rail to Sac., rail to Latrobe, stage to J'sn.

JACKSONVILLE, O.—476 mls. Str. or rail to Sac., rail to Chico, stage to J.

LAFAYETTE, Oregon.—714 miles. Str. to Portland, str. to Lafayette.

LA GRANDE, " 975 miles. Str. to Portland, str. to Umatilla, stage to La Grande.

LAKEPORT, Cal.—Str. to Petaluma, stage to Cloverdale, stage to Lakeport.

LA PAZ, A. T.—676 miles. Str. to Los Angeles, stage to La Paz, via San Bernardino.

LEWISTOWN, I. T.—1070 miles. Str. to Portland, str. to Lewistown, via Dalles

LOS ANGELES, Cal.—389 miles. Str. to San Pedro, stage to Los Angeles.

MARIPOSA, " 190 miles. Str. or rail to Stockton, stage to Mariposa.

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Boxes for Sale.

TABLE OF DISTANCES

SAN FRANCISCO TO SAN DIEGO
VIA COAST ROAD.

	Miles.
SAN FRANCISCO	
To San Mateo.....	21
Redwood City.....	10.31
San Jose.....	19.50
Gilroy.....	32.82
San Juan.....	12.94
Monterey.....	36.130
San Antonio.....	75.205
San Luis Obispo.....	43.248
Santa Inez.....	68.316
Santa Barbara.....	42.358
San Banaeventura.....	36.338
Los Angeles.....	100.488
San Gabriel Ranch.....	10.498
Anahelm.....	15.513
Allso Ranch.....	22.535
San Juan Mission.....	7.542
San Mateo Ranch.....	11.553
Los Flores.....	11.564
San Luis Rey.....	10.574
Los Encinitas.....	18.592
Soledad Ranch.....	15.608
San Diego.....	15.622

SACRAMENTO TO PORTLAND
OREGON.

	Miles.
SACRAMENTO	
To Railroad Junction.....	18
Marysville.....	52
Oroville.....	71
Chico.....	97
Tehama.....	123
Red Bluff.....	136
Horsetown.....	165
Shasta.....	173
French Gulch.....	188
Trinity Centre.....	215
New York House.....	229
Callahan's.....	242
Fort Jones.....	264
Yreka.....	282
Henly.....	302
Mountain House.....	319
Jacksonville.....	342
Grave Creek.....	383
Canyonville.....	409
Roseburg.....	435
Oakland.....	452
Hawley's.....	482
Eugene City.....	507
Corvallis.....	546
Albany.....	556
Salem.....	580
Oregon City.....	617
Portland.....	733

PORTLAND TO LEWISTON,
IDAHO.

VIA COLUMBIA RIVER.

	Miles.
PORTLAND	
To Lower Cascades.....	50
Portage.....	5.55
Dalles.....	38.93
Celilo.....	213.106

PORTLAND

	Miles.
To Five Mile Rapids.....	5.111
John Day.....	11.122
Indian Rapids.....	3.125
Squally Hook.....	3.128
Rock Creek.....	7.135
Chapman's Wood Yard.....	6.141
Big Bend.....	6.147
Willow Creek.....	9.156
Castle Rock.....	8.164
Long Island—foot of.....	5.169
Long Island—head of.....	7.176
Grande Ronde Landing.....	10.186
Umatilla Rapids.....	8.194
Windmill Rock.....	7.201
Wallula.....	15.216
Snake River—mountain.....	11.227
Rapids.....	6.233
Fish Bend.....	10.243
Jim Fort Island.....	10.250
Pine Tree Rapids.....	7.260
Pelouse Crossing.....	30.290
Fort Taylor.....	5.295
Penana Creek.....	25.320
Almota Creek.....	14.334
Alpowa Creek.....	26.360
Smith's Ferry.....	3.363
Lewiston.....	7.370

LEWISTON TO THE KOOTENAI
MINES.

	Miles.
LEWISTON	
To Palouse Crossing.....	40
Pine Creek.....	10.50
Lottow.....	7.57
Forks of Trail.....	2.59
Willow Prairie.....	5.64
Rock Creek.....	10.74
Spokane R. Ferry.....	15.89
Soltess's.....	6.95
Pen d'Oreille Slough.....	23.118
Pen d'Oreille Crag.....	24.142
Big Bend of Lake.....	15.157
Kootenai Crossing.....	50.207
Northeasterly along the di-	
vide between the Koot-	
enal and a north fork of	
the Columbia, to Elk	
Creek.....	123.330

DALLES TO IDAHO CITY.

VIA JOHN DAY MINES.

	Miles.
DALLES	
To Fifteen Mile Creek.....	12
Todd's Bridge.....	10.22
Salt Spring.....	8.30
Bake-Oven Hollow.....	14.44
Thorn Hollow.....	6.50
Antelope Valley.....	12.62
Potato Hills.....	10.72
Pyramid Rocks.....	4.76
Cherry Creek.....	10.86
Bridge Creek.....	7.93
Foot of Mountain.....	11.104
Rock Creek.....	12.116
John Day.....	17.133
South Fork.....	7.140

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MANUFACTURERS OF ALL KINDS OF

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DIXON'S BLACK LEAD CRUCIBLES,

Which give the best satisfaction of any Plumbago Crucible made. Same sizes contain 20 per cent. more than "Morgan's English Crucible," and are used exclusively by the United States Mint, Mexican Mint, San Francisco Assaying and Refining Works, principal Assay Offices and Mining Companies on this Coast.

512 AND 514 WASHINGTON ST.,
SAN FRANCISCO.

TABLE OF DISTANCES.

From San Francisco.

BY OCEAN.

	Miles.
To Tomales	45
Mendocino City	128
Humboldt Bay	223
Crescent City	270
Portland, Oregon	642
Bellingham Bay, W. T.	798
Victoria, V. I.	752

DOWN THE COAST.

To Santa Cruz	80
Monterey	92
San Pedro	373
San Diego	456
La Paz, Mexico	1305
Mazatlan "	1480
Guaymas "	1710
Panama, C. A.	3280
To New York	5248
Boston	5484
New Orleans	4698
Philadelphia	5161
Cork, Ireland	8048
Dublin, "	8118

INLAND.

To Oakland	8
San Quentin	12
Vallejo	23
Benicia	30
Petaluma	48
Napa	50
Suisun	50
Rio Vista	73
Sacramento	90
Stockton	90
San Mateo	21
Redwood City	31
San Jose	50
Monterey	130
Santa Barbara	358
Los Angeles	488
Port Yuma	732
La Paz	741
Fort Mohave	831

From Sacramento.

To Junction	7½
Salsbury	16½
Alder Creek	19½
Folsom	22½
White Rock	29½
Latrobe	37½
Dugan's	43
Shingle Springs	48

From Sacramento.

To Nevada	61
Marysville	52
Oroville	71
Forest City	58
Colusa	125
Red Bluff	136
Aurora	270
Humboldt Mines	304
Shasta	173
Yreka	282
Salem, Oregon	580
Oregon City	617
Portland	503

From Stockton.

To Copperopolis	36
Campo Seco	46
Coultersville	70
Mokelumme Hill	49
Sonora	75
Columbia	81
Big Trees	81
Mariposa	94
Yosemite Valley	130
Visalia	187
Mono Lake	205
Owens River	395

From Sacramento.

To Davis' Junction	14
Dixon	22
Vaca	30
Fairfield	40
Bridgeport	45
Summit	49
Napa Junction	53
Vallejo	53
San Francisco	90

From Vallejo.

To Napa Junction	7
Suscol	11½
Napa	16
Yountville	25
Oakville	28
St. Helena	34
Calistoga	43

From San Francisco to Sacramento
(via River) 120 miles.

Sacramento to Salt Lake City, 734
miles.

San Francisco to Salt Lake City, 853
miles.

An indebted customer enters a provision store, remarking: "I'll take a leg of mutton, and I want to pay for it." "All right," replies the dealer, handing him the meat, which the customer takes and starts to go. "Look 'er here," cries the dealer, I thought you said you wanted to pay for it." "So I do," was the reply, "but I can't." The dealer looked a little sheepish at being sold himself and not selling the hind-quarter for cash in hand.

ROCKY MOUNTAIN
COAL AND IRON COMPANY,

OF
WYOMING TERRITORY.

MINERS AND SHIPPERS of the CELEBRATED
SEMI-ANTHRACITE

AND

Black Diamond Coals.

PRINCIPAL OFFICES,

Evanston and Cheyenne, Wyoming Ter.

ORDERS FOR CAR LOAD LOTS

To any points on the Union or Central
Pacific Railways Promptly Filled.

C. A. HENRY,
General Agent, San Francisco.

THE steamer S. exploded several years ago with terrible effect, and burned to the water's edge. Captain S. was blown into the air, alighting near a floating cotton bale, upon which he floated uninjured, but much blackened and muddied. Arriving at last at a village several miles below, to which news of the disaster had preceded him, he was accosted by the editor of the village paper, with whom he was well acquainted, and eager for an item:

"I say, is the S. blown up?"

"Yes."

"Was Captain S. killed?"

"I am the captain!"

"The thunder you are? How high were you blown?"

"High enough to think of every mean thing I ever did in my life before I came down here."

The other started on a run for his office. The pappr was about going to press, and not wishing to omit the item of intelligence for the next issue, two weeks off, wrote as follows:

"The steamer S. has burst her boilers, as we learn from Captain S., who says he was up long enough to think of every mean thing he ever did in his life before he lit. We suppose he was up about three months."

An old lady, but little acquainted with the ways of the world, went into one of the drug stores in East Bridgeport, Ct., the other day, and asked for a dose of castor oil, at the same time inquiring the best method of taking it. The proprietor informed her that soda water was one of the best methods known to the profession, and the old lady appeared satisfied with the information. Supposing, of course, that she desired to take the dose herself, he prepared it by putting the oil in a tumbler and filling it with soda from one of the most approved fountains, and then handing her the glass she drank it with a zest that showed she liked it. After drinking, she quietly took a seat by the counter and waited. The proprietor, noticing that she continued her stay a long time, inquired what more he could do for her. "I am waiting for me dose of ile," she replied, "Why," said he "you have taken that in the soda water, already." "Oh! dear," says she, "the ile wasn't for me, it was for somebody else." She was not a little frightened, and, after being assured there was no danger of its killing her, another dose was dispensed, and taking the bottle in her hand and cramming it quickly into her pocket, she left, inwardly exclaiming: "Oh, dear, what a careless set of fellows the pill-makers are, suppose it had been pisen, it would have killed me, shure."

"George," asked the teacher of a Sunday School scholar, "who, above all others, shall you first wish to see when you get to Heaven?" With a face brightening up with anticipation, the little fellow shouted "Gerliah!"

THE GREAT RETAIL
DRUG HOUSE
OF THE
PACIFIC COAST.

JAMES G. STEELE & CO.,
CHEMISTS AND APOTHECARIES

Import and Sell Directly from

EASTERN AND EUROPEAN MARKETS

No. 521 Montgomery Street,

SAN FRANCISCO.

MANUFACTURERS AND SOLE PROPRIETORS OF
STEELE'S GLYCERINE LOTION & GRINDELIA LOTION

FOR THE CURE OF POISON OAK.

**BLOOMER CUT.**

172 miles from San Francisco—Altitude 1,252 feet.

BLOOMER CUT is at the head of Auburn Ravine, on the line of the CENTRAL PACIFIC RAILROAD, and rises abruptly more than sixty feet, after a uniform ascending grade, easy of construction, following the windings of a natural water course, which is now the bed of the Bear River and Auburn Water Company's mining Ditch. This cutting is 63 feet in depth, and 800 feet long; a large portion of the substance being gravel and cobbles, firmly bedded in cement. There being no fills in the neighborhood, requiring the immense amount of earth and gravel removed, shelving roads were constructed at different altitudes, and the refuse hauled around on the slopes of the ridge, and dropped from the carts, sliding down and filling many small ravines. An immense force of men and animals was employed for a period of six months, in making the excavation.

INTERNATIONAL HOTEL, SAN FRANCISCO.

This Favorite House is located on **JACKSON STREET**, a few doors west from Montgomery on the same street with the Post Office, Custom House, United States Court and Land Office; and Places of Amusement are all convenient to the House.

THE INTERNATIONAL HOTEL

Offers the greatest inducements for Families; it is capable of accommodating 300 persons.

The prices for Board and Room will vary, according to the kind of Room, from \$1 50 to \$2 00 per day.

THE TABLE

Will always be supplied with the Best in the Market. Two good BARBER SHOPS, a BATH ROOM and LAUNDRY are attached to the House.

THE INTERNATIONAL COACH

Will be at each Car Depot and Steamboat, plainly marked INTERNATIONAL HOTEL, to convey Passengers to the House FREE, and to any part of the City at the cheapest rate, according to the distance; from the House to either of the Steamers, 50 cents.

WEYGANT & PARTRIDGE, Proprietors.

PRICE PER COPY, 15 CENTS.....ANNUAL SUBSCRIPTION, \$10.

SAN FRANCISCO NEWS LETTER AND CALIFORNIA ADVERTISER,

Devoted to the Leading Interests of California and the Pacific Coast.

The NEWS LETTER is the most reliable organ representing the moneyed and substantial interests of *the City and State*; its Banking, Real Estate, Commerce, Insurance, Mining and other Stocks. It reflects the times as they pass; men, manners, literature, theatricals and follies. It is piquant and pungent by turns—wise, witty, grave, gay, lively and severe: the mentor, whip and mirror of the town.

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Offices of NEWS LETTER and EUROPEAN MAIL, 623 Montgomery street, and 440 California street, San Francisco. Established Agencies in all the Capital Cities throughout the World.

"THE EUROPEAN MAIL,"

Published every week in London, containing an admirable condensation of latest European News, with Market Reports—32 pages—is issued every Saturday with the NEWS LETTER, of 16 pages; the two publications consisting of forty-eight pages of letter press, are charged to subscribers 25 cents weekly, and can be obtained at every station and chief town in California Nevada, Washington, Oregon and New Mexico.

A respectable old gentleman, somewhat tight, on entering an omnibus got his feet entangled in a lady's dress, and fell headlong. He staggered to his feet, and looking round, indignantly demanded who struck him. A gentleman present remarked *sotto voce*: "You fell over that lady's feet; nobody struck you." The indignant citizen turned round and surveyed the cause of the accident a moment, and then, as if by no means satisfied with the cause of his mishap, said, "Madame, you've got the biggest feet I ever saw!" "Sir!" responded the lady, flushing with anger. "Pray don't apologize; it ain't your fault, but take my advice, sit sideways in the future, and give them the full range of the bus!"

BEHIND THE MASK.—On the outside of some of Thackeray's "Miscellanies" is a wood-cut drawn by himself, of a dwarf jester of miserable appearance, sitting down with his bauble over his arm, and holding in his right hand the grinning mask which he uses for his public appearance. And this device, we are told, was designed by him to represent the sorrowful attitude of his own mind by nature, and the perfunctory efforts which he made to "tumble" and be merry, to gain his bread. John Leech once drew a ghastly illustration of the performance of a clown in a circus, who was compelled, ill as he was, to go through his part. The drawing represented a figure of Death holding up the hoop, through which the dying man was to jump; and, contrasted with the enjoyment of the spectators, it had a strange, weird effect. Both scenes would seem to epitomise "the life of man:"

"For some must work, while some must weep,
Thus runs the world away;"

And many a man goes forth to his work in the morning, leaving some home sorrow, the shadow of which attends him throughout the day, and is never absent from his thoughts. There is a certain physician who goes from one bedside to another during his day's work, and when he returns home has to take his own wife in his arms and carry her up to her bedroom; and this he has done now for ten long years. What a stout heart a man needs to sustain such wear and tear as this!

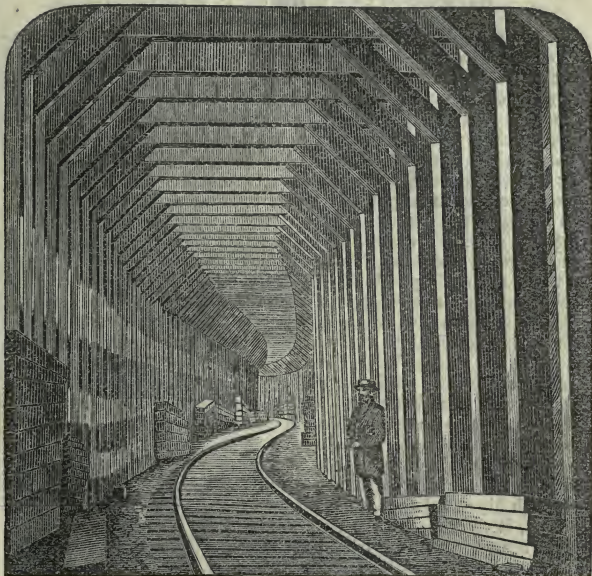
A termagant, whose husband finally beat her, ran home to her father to complain, and the old man with great indignation, said: "Tell your husband that if he ever beats my daughter again, I'll beat his wife."

A GOOD SHOT.—Dufferton. "Well, I could have sworn I hit the "bull" that time."

Officer in Charge—(having a look through his glass.) "No; but very near. You've killed the cow in the field to the left!"

Dean Swift said: It is with narrow-souled people as it is with narrow-necked bottles; the less they have in them the more noise they make in pouring it out."

View on Central Pacific Railroad.



SNOW GALLERY.

244 miles from San Francisco—Altitude 6,954 feet.

Risdon Iron and Locomotive Works

Incorporated April 30, 1868. Capital, \$1,000,000.

LOCATION OF WORKS :

CORNER OF BEALE AND HOWARD STS., SAN FRANCISCO.

*Steam Engine, Mining, Mill and Steamboat
Machinery.*

General Foundry work and Railroad Car Wheels

STEAM BOILERS,

SHEET IRON WORK, HYDRAULIC PRESSES and FITTINGS.

THE SKELETON OF THE WRECK.

While Sir Michael Seymour was in command of the Amethyst-frigate, and was cruising in the Bay of Biscay, the wreck of a merchant ship drove past. Her deck was just above water; her lower mast still remaining. Not a soul could be seen on board; but there was a cubhouse on deck, which had the appearance of being recently patched with old canvass and tarpaulin, as if to afford shelter to some forlorn remnant of the crew. It blew at this time a strong gale; but Sir Michael, listening only to the dictates of humanity, ordered the ship to be put about, and sent off a boat with instructions to board the wreck, and ascertain whether there was any being still surviving whom the help of his fellow men might save from the grasp of death. The boat rowed toward the drifting mass; and while struggling with the difficulty of getting through a high running sea close alongside, the crew shouting all the time as loud as they could, an object resembling in appearance a bundle of clothes, was observed to roll out of the cubhouse against the lee shrouds of the mast. With the end of a boathook they managed to get hold of it and hauled it into the boat, when it proved to be the trunk of a man, bent head and knees together, and so wasted away as scarce to be felt within the ample clothes which had once fitted it in a state of life and strength. The boat's crew hastened back to the Amethyst with this miserable remnant of mortality; and so small was it in bulk that a lad fourteen years of age, was able, with his own hands, to lift it into the ship. When placed on the deck, it showed for the first time, to the astonishment of all, signs of remaining life; it tried to move, and the next moment muttered in a low, sepulchral tone, "there is another man." The instant these words were heard, Sir Michael ordered the boat to shove off again for the wreck. The sea having now become somewhat smoother, they succeeded this time in boarding the wreck; and on looking into the cubhouse, they found two other human bodies, wasted like the one they had saved, to the very bones, but without the least spark of life remaining. They were sitting in a shrunk-up position, a hand of one reaching to the deck, as if to regain a bit of raw salt beef, of the size of a walnut, which had dropped from its nerveless grasp. Unfortunate men! They had starved on their scanty store, till they had not strength remaining to lift the last morsel to their mouths. The boat's crew having completed their melancholy survey, returned on board, where they found the attention of the ship's company engrossed by the efforts made to preserve the generous skeleton, who seemed to have just life enough left to breathe the remembrance that there was still "another man," his companion in suffering, to be saved. Capt. Seymour committed him to the special charge of the surgeon, who spared no means which humanity or skill could suggest, to achieve the noble object of creating anew, as it were, a fellow creature, whom famine had stripped of almost every living energy. For three weeks he scarcely ever left his patient, giving him nourish-

View on Central Pacific Railroad.



STATE LINE.

276 miles from San Francisco—Altitude 5,130 feet.

California Billiard Table Manufactory.

Office, Warerooms and Show Rooms, 563 Market Street,
 Factory, corner of 16th and DeHaro Streets, **SAN FRANCISCO.**

JACOB STRAHLE.

F. DE ST. GERMAIN.

JACOB STRAHLE & CO.

BILLIARD TABLE

And Fancy Furniture Makers,

Sole Agents for the Pacific States for Delaney's Pat. Wire Cushions.

Wholesale and Retail Dealers in

CALIFORNIA and FOREIGN FANCY WOODS,

563 Market St., opp. Sansome,

Editors and Publishers of the "Billiard Echo."

A large Assortment of the best Billiard Tables with all the modern improvements; also, Billiard Trimmings, etc.

Orders filled promptly.

P. O. Box 1989.

Send for Price List.

ment with his own hands every five or ten minutes; and at the end of three weeks more the "skeleton of the wreck" was seen walking on the deck of the *Amethyst*; and, to the surprise of all who recollected that he had been lifted into the ship by a cabin-boy, presented the stately figure of a man nearly six feet high.

NOT EXACTLY FAIR.

Many years ago, Hank Miller was the great Omnibus King of New York. That was before street cars were known, and Hank's 'busses were going on all the principal lines. He was a good natured man, quiet and full of fun. The drivers of the 'busses were cashiers too—received the passengers' money, made change, and at night handed over the receipts. One evening Hank was inspecting the stalls of one of the stables, when Johnny Derrick, a well-known driver, came in, and without noticing Hank, emptied his pockets into the next stall and commenced to make up his account.

"That's four shillin' for Hank and four for me," said he, laying them in two different piles. "That's four shillin' for Hank and four for me;" and thus he continued until the money was divided into two piles, with an old half dollar in Johnny's hand.

"How is this?" said Johnny, "who does this belong to? Well, we'll toss up; heads for me and tails for Hank; up he flipped it.

"Tails, by jing!" he exclaimed. "Ah, but that wasn't fair; we'll try again;" and up it went once more.

"Heads! I thought it was mine!" and with a satisfied air he pocketed his share, and started for the office to make his returns.

Hank took a short cut, and when Johnny entered he was at the counter ready to receive the money.

"Good evening," said Johnny, touching his hat to Hank as he laid the money on the counter.

"That's all right, Johnny," said Hank, quietly; "we don't need your services any more."

"Eh! how's that? What's the matter, Mr. Miller?" exclaimed the astonished John.

"Well, I don't think you treated me exactly fair," Hank dryly replied; "you ought to have given me another chance for that four shillin'!"

"Jack," said a gentleman to an old negro, who was rather lazily engaged in cleaning the snow from the premises: "Jack, you don't get along with your job very fast." "Why, master," replied Jack, scratching his wool, "pretty considerable for an old man, I guess; I conceit myself that I can clear more snow away in dese here short days than the spryest nigger in dis city could do in longest summer day as ever was."

View on Central Pacific Railroad.



TOP OF PALISADES,

575 miles from San Francisco—Altitude 4,800 feet.

WHEELER & WILSON'S

THE BEST FAMILY

SEWING MACHINE.

W. M. STODDARD, GEN'L AGENT FOR PACIFIC COAST,
No. 435 Montgomery Street, San Francisco.

Light dawns on the world at last !
 The world of woman's labor ;
 The furnace roars in firey blast,
 With steam its working neighbor ;
 And both engage in giant toil,
 And day by day are bound to toil,
 To lighten woman's labor.

L. W. HOFFMANN, Agent for Sacramento,
 North-West Corner J and Sixth Streets.

Last week a young lady in Lexington, Ky., received the following choice billetdoux: "I saw you at shurtch last sundy nite, and I want to form you an Acquantenans. I am a man of good karicter, and git a celery of \$500 per annum. Pleas address box, poost ofis." The young lady returned this reply: "To the Young Man with the Bad Spell—The wish to form an acquaintance is not reciprocal. But if you will call at my house about 6 o'clock in the evening, my brother will make your acquaintance with some first-class calf skin. Perhaps you would prefer making the acquaintance of our dog. He will take to you naturally. He always had a taste for calves."

A MAN out west, who offered bail for a friend, was asked by the Judge if he had any encumbrance on his farm. "Oh, yes," said he, "my old woman."

THACKERY tells of an Irish woman begging to him, who, when she saw him putting his hand in his pocket, cried out, "May the blessings of God follow you all the days of your life"—but when he pulled out his snuff-box, immediately added—"and never overtake you!"

BEN. HOLLADAY, member of Congress from Kentucky, once gave the following toast: "Champagne for true friends, and true pain for sham friends."

Horace Greeley's little boy, who attends an up town school, will tell the truth any way you can fix him. The other day the teacher spelled out the word "grace," and asked the young man to pronounce it. He gave it up, when the teacher to refresh his memory, asked him, "What did your father say this morning before eating breakfast?" The boy thought a minute, and finally said. "Pa said 'D—n these eggs, they're rotten!'"

THE last case of suicide for insufficient cause comes from Illinois. A girl had labored for four years to make her hair curl, but couldn't get a kink in it on any terms, so she couldn't see the use of living. She would have been saved, but the boy took the stomach pump to the wrong house, and went to work on the hired girl. She was much astonished at the treatment, but had just come to this country, and thought it was one of the customs of the country.

A TERRIBLE LOSS.—An Illinois woman committed suicide by hanging herself to an apple tree. At the funeral a neighbor, noticing the sad appearance of her husband, consoled him by saying that he had met with a terrible loss. "Yes," says the husband, heaving a sigh, "she must have kicked like thunder to shake off six bushels of green apples that would have been worth a dollar a bushel when they got ripe!"

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A MAN in Covington, Ky., made a bet the other day that he could drink a pint and a half of Cincinnati whisky in twelve hours. He won the bet, says the *Louisville Journal*, and his widow remarked at the funeral the next day that it was the first money he had earned by hard work in ten years.

IN Iowa, a merchant sent a dunning letter to a man, who replied by return mail: "You say you are holding my note yet. That is all right—perfectly right. Just keep holding on to it, and if you find your hands slipping, spit on them and try it again. Yours affectionately."

THOUGHT HE HAD THE TOOTHACHE.—Two Dutch farmers at Kinderhook, whose farms were adjacent, were out in their respective fields when one heard an unusually loud hallooing in the direction of a gap in a stone wall and ran with all speed to the place, and the following conversation ensued: "Shon, vat ish te matter?" "Vell, den," says Shon, "I was trying to climb on te top of dish high stone wall, and I fell off, and all te stone tumbled down onto me, and has broken one of mine legs off and both of mine arms, smashed my rib in, and deese pig stones are laying on de top of mine body." "Ish dat all?" says the other; "vy, you hallow so loud I tot you got te tootache."

Jessie had been doing something which her mamma had told her that she mustn't do. She had been eating currants, and, of course, got her mouth all stained; that's the way she was found out. Her mamma said: "You know you were forbidden to eat currants." "But mother, Satan tempted me." "Why didn't you say, 'get thee behind me, Satan?'" "I did say, 'get thee behind me, Satan;' and he went and got behind me, and pushed me right into the currant bushes!"

Abraham Lincoln used to say the very best story he ever read of himself was this: Two Quakeresses were traveling on the railroad, and were discussing the probable termination of the war. "I think," said the first, "that Jefferson will succeed." "Why does thee think so?" asked the other. "Because Jefferson is a praying man." "And so is Abraham a praying man." Yes; but the Lord will think Abraham joking!" the first replied, conclusively.

During the late war, the Dutch Surgeon of a Pennsylvania Regiment became exasperated against General S——, and vented his angry feelings in these words: "Gott in Himmel! I don't vant to say any dings against General S——, but I vish der Lord vanted 'im."

"Why don't you wear your ring, my dear?" said a father in a ball-room, to his daughter. "Because, papa, it hurts me when any one squeezes my hand." "What business have you to have your hands squeezed?" "Certainly none; but still, you know, papa, one would like to keep it in squeezable order."

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THE TEMPLE-TOMBS OF JAPAN.

Oriental Architecture and Ornamentation.

The knowledge of architecture displayed in a Japanese temple is about as crude as that displayed in their houses. Massiveness is the first characteristic of their temples, and after that comes the color. All the temples that we saw that were of any size, and used by the common people, were about the same. All were raised about fifteen feet above the stone pavement by which you reach them, and ascended to by steps of stone or wood. Their length along the front was about sixty feet, their depth thirty, and their height about forty or fifty. Of this height, nearly two-thirds was taken up by the tiled hip-roof, from under which projected huge beams, sometimes arranged in tiers along the front, the lower ones receding, sometimes simply used at the corners. These beams and the front pillars, together with the end faces of the temples, were most invariably painted red; but what in our architecture would be called the frieze, was usually ornamented with wood carvings of angels very siren-like in appearance, the drapery flowing backward in such a way that it might readily pass for a fish's tail. But though there were specimens of harpies and arions, I saw no sirens.

Mounting the steps of this temple, you would generally find yourself face to face with a contribution box of about a ton capacity, the top grated like a huge cage. Whether this style of contribution box is used as a hint, or because the Japanese have a coin (especially coined for this purpose, I should judge, from the preference given to it by contributors) worth about one one-hundredth of a cent, and can therefore afford to make quite a contribution, as far as appearances are concerned, without taxing their purses much, I could not learn. This contribution box usually stands outside of the temple proper. Within the railings beyond is the polished mat floor, kept perfectly clean, from the center of which rises the altar and image of Buddha, the latter usually gilded. Tinsel flowers hang around him, and in front is the table on which burns the inevitable Josh stick, and upon the ends of which lotus flowers, symbolical of longevity, cut in wood or cast in metal, are supported in flower pots. The ceilings are sometimes plain, sometimes painted. From them depend huge lanterns and tinsel work. Images of Josh, cut in wood, and varying in size from life downwards, fully realizing the notion of Satan as portrayed by our ancestors, are arranged at the sides of some of the temple porches. Drums of wood, to be beaten by the shaven priests in their religious ceremonies, also hold a conspicuous place.

To reach these temples you enter a huge red gateway which appears like a shallow section of the temple, and pass along a paved way to the temple steps, by the side of which may usually be found a stone tank open or covered, in which the worshippers wash their hands before service.

These are the leading features of their temples and the more

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usual surroundings; but they may be infinitely varied. The grounds about some temples are ornamented with lighthouses like bronze lanterns, and vases to hold eight or ten gallons of water, shaped like a lotus flower, also cast in bronze. The carving too, varies much in richness, according to the temple. The grounds about them are often handsomely laid out, the trees being trained into solid masses of foliage of various shapes. Often two bandy-legged tigers, unrecognisable, but to be taken upon faith, share the guardianship with the hideous horned demons of red and green, that guard the entering gate.

Having previously seen nothing but lacquer work to give us any notions of the refinement in art of which the Japanese were capable, we were by no means prepared for the beauty of detail of the work that we found at the temples of Sheba at Yeddo. In the grounds about these temples the Tycoons have been buried, and each generation has vied with its predecessors in embellishing their tombs; as a consequence in these we have the finest specimens in decorative art of which the Japanese are capable. It is only within the last year or two that foreigners have been able to gain admission to these grounds; but since the Mikado has gained the upper hand, as a sort of humiliation to the Tycoon, he has thrown them all open.

In the majority of these tombs the arrangement was the same and threefold. First, and raised a few steps from the ground, there was an octagonal building of about thirty feet in diameter, the outside faces of which were carved in the forms of birds and flowers, and gilded. Opening a double door, also handsomely carved and gilded, before you open the snow white mats and held in a handsome gilt frame turned towards the East, was (if the temple was Sintoo) the steel mirror, the emblem of purity. In line with this building, and raised by several more steps, was an enclosed space, the enclosing fence being carved with the figures of birds and animals, and gilded. Opening the double doors of this fence, you pass under a little porch, the ceiling of which was colored very beautifully in the arabesque style, and thence into a second octagonal temple of about the same size as the first, and similarly ornamented without; opening the doors of this, and removing your shoes, you step upon beautifully white mats within, and find yourself face to face with the mausoleum which is supposed to contain the remains of the Tycoon. This was generally cylindrical in shape, having a diameter of three feet, and raised upon a lotus flower cut in stone or bronze. The mausoleum was, in some cases, of bronze; in others of red and black lacquer. In front of it was a lacquered table, upon which stood Japan lilies of bronze or wood, in either case beautifully executed. A bronze stork, three feet high, standing upon a tortoise, was sometimes placed in front of this. The walls and ceilings were painted and carved with the figures of birds, the favorites being hawks and storks. Lacquer and gold were also used wherever no more elaborate work was attempted. We were astonished beyond measure. We had expected to find nothing but grotesque carvings and common tinsel, but here was artistic work, in its line of the

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highest order. The covering was rich, often brilliant, but in perfect taste; the carvings were full of life and energy; so, too, were the animal paintings, while nothing could surpass the simple richness of the deep black lacquer pillars often capped with bronze. All the bronze castings, the mausoleums, the storks, the turtles, the flowers, were perfect in their way. So, too, were the bronze lanterns used to decorate the courts around the temples, and given by the various Tycoons as presents. We came away from these temple tombs, of which there are some eighteen, all differing in detail, though similar in design, with an increased respect for the Japanese as artists. A people who have attained such a mastery over colors, and are so advanced in the working of the metals, are capable of making rapid improvement.

A NICE young man put a sheet around him to scare a Dutchman. The Teutonic gentleman says: "I shust jumped out von de corner, und vip der gost all.de time. I would vip him if he was a whole grave-yard!" Some one asked the young man what ailed his black eye, and he said "he received bad news from Germany."

A Gentleman was traveling in Tennessee, and was obliged to stop at a farm house for the night, owing to the scarcity of hotels. During the progress of the evening meal, he observed an urchin tugging at a loaf of bread. At length the urchin cried out: "Granny, thar's har on the bread." The lady remarked that it was only a piece of corn silk. "Corn Silk!" exclaimed he; "how came corn silk to have a nit on it. That's what I want to know."

"My dear doctor," said a lady, "I suffer a great deal with my eyes." "Be patient, madam," he replied, "you would probably suffer a great deal more without them."

Two gentlemen, the one named Woodcock, the other Fuller, walked together, and happening to see an owl, the latter said:—"That bird is very much like a Woodcock." "You are quite wrong," said the first, "for its Fuller in the head, Fuller in the eyes, and Fuller all over."

A YOUNG lawyer of Philadelphia wrote to an old limb near Chicago thus: "Is there an opening in your part of the country that I can get into?" Answer: "There is an opening in my back yard about thirty feet deep, no curb around it. If that will suit, come on."

Two boot-blacks were passing up Chatham street, when one accosted the other with "I say Jack, 'f I 's you I'd be 'shamed o' me-self pickin' up old second hand chaws terbacker!" "Tend t' yer own business," retorted Jack. "I guess this is good enough to learn on."

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One of the pleasantest journeys I ever took was made a short time back, in company with a total stranger, but who proved to be the most chatty, most communicative person I ever met with, although his code of morals was undoubtedly rather lax. We got in at the London terminus, and as he almost at once asked me where I was going, we found we were each bound to the same large city. I fancied he had been dining rather generously, from his face, which was a little flushed; he had plenty of excellent cigars, and was very liberal with them; and ere we had ridden half-a-dozen miles, he produced a pack of cards and asked me to play. I declined; and he said with a smile: "Afraid of strangers with cards? Well, you are quite right; but we shall do no harm to each other."

I hastened to assure him that I was under no suspicion as regarded himself, but that I did not care for cards.

"There you are to blame," he returned; "you should always suspect strangers who want you to play at cards. Why should a man carry a pack with him if he does not intend to profit by their use? Take my advice, and always be on your guard."

"But then," I said with a smile, "by your own rule you would lead me to suspect you."

"You wouldn't be far wrong, if you did," he replied, with a very meaning nod; I only wished to play for a cup of coffee at the refreshment station; but I have played in railway carriages for very different stakes—and won them. However, I am all right to-night, and don't want to win anybody's money. I cleared eight hundred over the Leger, and that will last me for some time."

I congratulated him on his good fortune, and said I wish I had been as lucky.

"If it shouldn't do you more good than it will me, you needn't mind," he returned; "light come, light go; but still it is better to have a few hundred in your pocket, than to be without a penny to pay your fare, as I have been on this very railway."

"Indeed!" I ejaculated, as he made a pause here; "that must have been awkward."

"Awkward! I believe you," he said. "But there! a man with his head screwed on the right way, need never be at a loss, in a rich country like this. I hadn't a penny—at any rate, I hadn't a tenth part of the required fare—with me; I was bound to keep an engagement, a long way down the line, and I had not a friend who would lend me a sixpence; and hence I found myself, one evening, a quarter of an hour before the train started. Something like a fix, eh? What should you have done?"

"Well," I replied, "I hardly know. If I had a watch——"

"But I hadn't," he interrupted, "nor anything else that would fetch two pounds seven, the price of a ticket. A first-class ticket, of course, I mean; I had made up my mind to ride first-class: I liked it best, and, under the circumstances, it was just as feasible as any other."

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"Then, perhaps, I should have gone to the station master or superintendent," I said, "and told him all about it; and if that wouldn't do, I must have stopped in London."

"Then it wouldn't have done, you may swear," he replied, "station masters are not so soft as that. Well, now, I'll tell you all about it; and it may be of use to you to know some day, and what is possible to be done in such a fix."

I need not tell you how I came to be so placed—speculative men are often in such a position; we always get out of it somehow, however, and I did this time. When I arrived at the station, there was the train, with the engine waiting a little way off, blazing and hissing away; some of the passengers had taken their seats, but most of them were walking up and down, or having a parting glass with their friends, and looking at the book-stalls. How I envied the shabbiest of them all! for he, whoever he was, had his ticket, and I could not get mine. If the train had gone right through, I would have taken my seat, and chanced dropping out just before they stopped; but I knew they examined tickets half-way, so that would not do. If the journey had been all by the same engine, I would have lain at the back of the tender, on the coke, as I did once to a place nearly a hundred miles down the line; but I knew they changed engines, so this, again, wouldn't do. I saw one person on the platform who I recognized, but as he was a clergyman—a dean, in fact—who was always preaching against us racing-men, and had once actually persuaded the townspeople to put their races down, I knew he was of no use. Yet I couldn't keep away from him; he had a sort of a fascination for me; I may call it a presentment that he was to get me out of my hobble. Well, the bustle increased; you know, of course, how busy the station gets just before an express starts. The engine came back and hooked on; the porters ran about with their barrows of luggage, the passengers left the refreshment rooms and book-stalls, and clustered around the doors of the carriages; the dean got into a compartment by himself, and there I was walking up and down in the darkest part of the platform, and only five minutes left.

I paused for a moment before a little room where I saw the guards go in and out, and wondered whether one of the men would let me ride with him if I told of a good thing I knew—I really did not know of it—for the Cambridgeshire, when all at once a splendid idea struck me. It was the very thing! The door of the little room was half open, so that I could see no one was in there, and several coats and caps, belonging to the guards, were hanging on the walls. I glanced down the platform; every railway official seemed up to his eyes in business—no one was looking that way. I popped into the room in an instant—had put on a coat and cap, which fitted me beautifully—and was out again in a few seconds. There was no time for reflection, nor did I need any; my mind was already made up, so, pushing past the people with the air of a regular guard, born and bred, I put my head into the carriage where the dean sat, and said: "Tickets, if you please." The old gentleman was read-

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ing a book; he looked round, pushed his spectacles a little higher on his nose, and exclaiming: "Dear me! I had quite forgotten," he handed out his ticket, which I very coolly pocketed, and was moving away, when the old gentleman said: "This is a new rule, to take the tickets at starting, isn't it?"

"Yes, sir," I answered, touching my cap; "only been in force this month, sir."

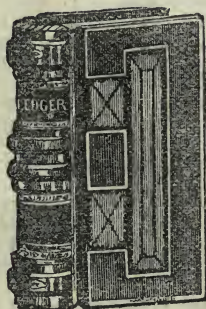
"Oh," he said, and began reading his book again.

At this instant the bell for starting rang, and the guards began to bawl out: "Any more going on?" but there was plenty of time for me. I dashed back to the little room, but hang me! if there wasn't a guard in there, feeling among the great-coats, and swearing horribly, as I could hear, at some of his mates, for moving his particular coat out of its place. I stood behind the long double-ladder they wheel about to clean the lamps, took off the poor fellow's coat and cap, and flung them down by the door, put on my own cap, and hurried across the platform as though I had just come from the refreshment-room. The station-doors were closed, but a guard catching sight of me, shouted: "Now, sir, this way, or you will be too late!" He opened a carriage door, and pushed me in, just as the engine sounded its whistle, and the tug came which moved us on. I was in the carriage with the dean! There was nobody else there, as I well knew, and I really felt very uncomfortable; didn't at all suppose he would recognize me, but yet there was a sort of feeling which made me wish that the guard had put me anywhere else. However, there was no help for it now, and I made up my mind to see at once if there was any danger of recognition; so the first time he put down his book, although it was only to cut some leaves, I offered him a newspaper. He declined it; but I had obtained an opening, and I followed up my offer with a few remarks about the weather, and so forth—quite enough to let me see that he did not at all remember my voice. I couldn't sleep, but I pretended to do so; and on we went, scarcely another word having been spoken on either side, until the train slackened speed; and I knew we were near the station where they examined the tickets, and where, of course, the murder must be out. When the carriage drew up alongside the ticket platform, and I could hear the familiar cry of 'All tickets ready,' I feigned to be reading my paper very intently, although, in reality, I was watching and listening with all my might. I saw the dean look up curiously when he first heard the shouts; he listened, too, with a puzzled air, and took off his spectacles and wiped them, as if that would help him understand it; however, I have no doubt he thought the notice did not apply to him, so he calmly put his glasses on again. At that moment a guard—a regular one this time I thought to myself—look in, and of course said: 'Tickets if you please.' I gave him mine, which he merely glanced at and returned; and then I screwed myself into a corner as much out of the light as I could manage. The old clergyman had of course done nothing. 'Now, sir, if you please,' said the guard.

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‘Eh?’ returned the dean, looking round, and pushing up his spectacles, which seemed to be a habit with him.

‘Tickets, sir, tickets; look alive if you please, sir,’ answered the man.

‘Tickets! tickets,’ echoed the dean; ‘mine is all right. I gave it up.’

‘Not to me, sir,’ said the guard; ‘and no one else has been near the carriage.’

‘Oh, but I gave it up before we started,’ explained the old gentleman; ‘it is a new rule—has only been in force this month.’

Upon my word I thought I should have burst with laughter here, the dean explained this so innocently.

‘New rule, sir!’ said the guard. ‘No such a thing. We examine the tickets here, and take them at your journey’s end.’

‘Now, Popkins!’ shouted a superior of some kind; ‘haven’t you finished with that carriage yet?’

‘Come, sir, look sharp with that ticket,’ urged the guard.

‘What do you mean?’ demanded the clergyman, who was clearly getting angry. ‘What do you mean, sir? I have given up my ticket to one of your men, and I am rather inclined to think it was yourself.’

Popkins was now shouted at again very angrily, and his answer brought two or three others around the carriage-door.

‘Now what’s all this delay about?’ said a man in a very swaggering tone (I suppose he was in some authority there)—‘what’s all this about, Popkins?’

‘Why,’ said the guard, ‘this party has n’t got a ticket. He says he gave it up at London; and, not satisfied with that, says he gave it up to me.’

‘Nay, nay; I am not certain about that,’ said the old gentleman. ‘I only say I gave it up to some guard, who told me it was a new rule, and he was much such another man as yourself.’

‘Oh, that won’t do,’ said the chief officer harshly; ‘we must have your ticket or your money, or else we shall have to remove you from the carriage. We have these games tried on us very often.’

‘Do you, indeed?’ said the old gentleman. ‘Do you, indeed? There is my card, sir, and I shall leave you to take your own course.’

Well, when they saw who he was they naturally cooled down a bit and grew more civil; but by this time the other passengers had got anxious, and were putting their heads out of all the windows and asking what was the matter.

‘Perhaps this gentleman,’ said the guard, meaning, of course, myself, ‘who must have been in the carriage at the time, can tell us something about it. You didn’t give up your ticket, sir, because I have just examined it.’

‘Unfortunately,’ said the dean, speaking before I could answer, ‘the gentleman was not in the carriage; he came in just as the train was starting, and after the collection of the tickets.’

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'I am afraid, sir, you are under a great mistake,' said the chief one; 'and we shall be compelled to write to you for this money if you do not pay now. We can't keep the train here all night; so you must do as you please, as, of course, we can have our remedy against you.'

The old gentleman looked more angry than ever, and pulling out his purse exclaimed, 'There sir! there is your money; but rely on it, you will hear from Jessom & Jessom, my solicitors, sir, on the matter. It is an atrocious robbery!'

'You will have your ticket given to you at the next station,' said the other. 'I will not delay the train by going to the office now; I will send word on by the guard. But depend upon it, sir, you are in error; you are, indeed. All right; forward!'

'Error, sir! error!' exclaimed the dean. 'You shall see, sir; you shall see. I don't care for your ticket. You may make me pay again, if you please, when I get to my destination. I believe this company is capable of anything; but I will teach them a lesson. This gentleman shall be my witness of the transaction—I will take your card, sir.' The men cleared from the window, for the engine whistle sounded, and off we went. 'Oblige me with your card, sir,' continued the dean. 'I need hardly ask you if you ever saw so nefarious a proceeding?'

'Never, sir; absolutely scandalous!' I replied. 'But do you think it worth your while to take any further notice of it? It will involve you in a great deal of trouble.'

'Trouble, sir! what do I care for that!' demanded the dean indignantly. 'It is my duty to expose such conduct; and I will do it. I will thank you for your card, sir.'

I felt it would be dangerous to refuse a card, so I expressed my sympathy with him, and gave him the card of a foreign gentleman of my acquaintance, which I luckily had in my pocket. Then the old gentleman seemed to be brooding over his injury, and scarcely spoke another word. When he came to the refreshment station the guard brought him his ticket, which he took without a syllable, and at our next station we both got out. I saw his carriage was waiting for him; and I have no doubt that Mrs. Dean had all the particulars before an hour was over. As for my friend whose card I gave, I never heard whether the dean had tried to find him or not; in fact, although I called him my friend, we were by no means friendly—You think the whole transaction rather fishy, eh?' ejaculated my companion, interrupting himself.

'I think it downright dishonest,' said I frankly, 'unless you repaid the dean.'


'Oh, I did that,' responded he. 'I sent the old gentleman a post-office order in the name of my foreign friend. I'm a racing man and up to a thing or two, but I'm as straight as a die for honesty.'

Well, well, I wonder where my communicative friend is now. I dare say the pitcher has gone once too often to the well in his case, as with the thousand other clever fellows we read of in their appropriate histories.—*Chambers' Journal*.

H. S. CROCKER & CO.'S

Railroad Gazetteer.

12,000 *Distributed Monthly.*

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- ANTHONY, E. T., & CO., Re-Packers of Dry Goods, Clothing, Blankets, Glass Ware, etc., 321 Sacramento Street.
- BADLAM & BERRY, Real Estate Agents. Farms for Sale in all parts of the State. 418 Montgomery street, San Francisco.
- BANK OF CALIFORNIA, corner Sansome and California streets, with Agencies at Virginia City, Gold Hill, White Pine and Nevada.
- BRADLEY & RULOFSÓN, Photographers. 429 Montgomery street, corner Sacramento.
- BLAKE, ROBBINS & CO., Importers and Jobbers of Book, News, Writing and Wrapping Paper. 516 Sacramento and 519 Commercial streets.
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- DAY, THOMAS, 732 Montgomery street, near Jackson, and 335 Pine street, near Montgomery, Importer and Dealer in Gas Fixtures Iron Pipe, etc., etc.
- DEMMING, H. A., Agent for Howe Machine Co.'s Sewing Machines, 137 Kearny street.
- EATON, CHARLES S., 138 Montgomery street, Occidental Block, Agent for Hazelton Pianos and Estey Organs, and dealer in Music and Musical Merchandise.
- EVERSON & MIDDLEMISS, General Agents New England Mutual Life Insurance Company of Boston, and Continental Fire Insurance Co. of New York. N. E. corner of California and Sansome streets.
- FERGUSON'S HAIR-DRESSING HEADQUARTERS, 210 Montgomery street, between Pine and Bush.
- FIREMAN'S FUND INSURANCE COMPANY. Total Assets, \$767,115. Principal office, corner Sansome and California streets.
- GOODWIN & CO., Importers, Manufacturers, and Dealers in Furniture and Bedding, 322 and 324 Pine street, San Francisco.
- GARRETT, W. T., Manufacturer and Importer of Church and Steamboat Bells. Brass and Bell Foundry, corner Mission and Fremont streets.
- HALLIDIE, A. S. & CO. Wire Rope and Wire. Agents for the Morgan Crucible. No. 519 Front street, San Francisco.
- HASKELL & CO., Wholesale and Retail Dealers in Teas, Wines and Fancy Groceries, No. 605 Market street, in the Grand Hotel building.
- HODGE, JOHN G., & CO., Wholesale Stationers, 327, 329 and 331 Sansome street, corner of Sacramento.
- HOME MUTUAL INSURANCE CO., Office. No. 33 California Street. Capital \$500,000. H. H. Bigelow, General Manager.
- JAMES G. STEELE & CO. Great Retail Drug House of the Pacific Coast. No. 521 Montgomery street.

SAN FRANCISCO BUSINESS DIRECTORY---Continued.

KELLY, P. Prize Boot Maker, 327 and 329 Bush street, between Montgomery and Kearny.

KIMBALL MANUFACTORY, Fourth and Bryant streets, Carriages, Light Wagons, etc.

LOUIS EPPINGER'S SALOON, No. 62 Halleck street, between Sansome and Leidesdorff, San Francisco.

MANHATTAN LIFE INSURANCE COMPANY, of New York. Cash Assets nearly \$8,000,000. Organized, 1850. Landers & Co., General Agents. Offices—Northwest corner Sacramento and Montgomery streets, over Parrott & Co.'s Bank, San Francisco.

MANHATTAN AND PHOENIX FIRE INSURANCE COMPANIES.—Office 314 California Street. Combined Capital and Assets, \$2,600,000. R. B. Swain & Co., General Agents.

MAURICE DORE & CO., No. 327 Montgomery street, Real Estate Auctioneers. Maurice Dore, H. A. Cobb,

MCDONALD, R. H., & CO., Druggists and General Agents, San Francisco, and 32 and 34 Commerce street, New York.

MUTUAL LIFE INSURANCE COMPANY, of New York. Cash assets, over \$41,000,000. A. B. Forbes, General Agent for Pacific Coast. Office, 204 Montgomery street, San Francisco, Cal.

MYERS, J., Fine Wines and Liquors, 311 Bush street, corner of Trinity, San Francisco.

PACIFIC INSURANCE COMPANY, 422 California street. Fire and Marine Insurance. Total Assets, \$1,696,854 80.

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SILAS SELLECK, Photographic Artist, 415 Montgomery street (next to Wells, Fargo & Co.)

STEELE, JAS. G., & CO., Chemists and Apothecaries, No. 521 Montgomery street.

STRAHLE, JACOB, & CO., Billiard Table and Fancy Furniture Makers.—Agts for Delano's Pat. Wire Cushions. 563 Market st., opp. Sansome.

TAAFFE & CO., Dry Goods, 9 Montgomery Street.

TAYLOR, JOHN, & CO., Importers and Dealers in Druggists' Glassware and Sundries. Assayers' and Photographers' Materials, 512 and 514 Washington street, San Francisco. John Taylor, J. H. Page.

TUCKER, J. W. & CO., Jewelers, Nos. 101 and 103 Montgomery Street.

UNION INSURANCE CO., 416 and 418 California Street.

WHEELER & WILSON'S Sewing Machines. W. M. Stoddard, General Agent for the Pacific Coast. Office, 435 Montgomery street.

[SACRAMENTO BUSINESS DIRECTORY.]

ADAMS, McNEILL & CO., wholesale grocers and dealers in California Produce, Wines, Liquors, Tobacco and Quicksilver. Agents California Powder Works. Nos. 93 and 95 Front street.

BAKER & HAMILTON, Importers of Agricultural Implements, Portable Steam Engines, Rubber and Leather Belting. Nos. 17 and 19 Front street, San Francisco, and 9, 11, 13 and 15 J street. Sacramento.

CADWALADER, EDW., Real Estate Agency, Notary Public, Commissioner for the various States. Government Securities Bought and Sold. Corner J and Third, Sacramento.

CHESLEY, GEO. W. & CO., Importers and Wholesale Dealers in Groceries, Provisions, Wines and Liquors. No. 51 Front Street, bet. J and K.

CROCKER, H. S. & CO., Importing Stationers and Steam Book and Job Printers and Publishers. Agents for Gordon's and Hoe's Presses. 42 and 44 J street, near Second.

DAVIS, S. H., 196 J street, dealer in Hardware and Mechanics' Tools, Farming Implements, etc.

DEUEL, GRIFFITTS & CO., Dealers in Staple and Fancy Dry Goods. New Goods received every week. No. 248 J street, near Ninth.

EVERSON & MIDDLEMISS, Agent New England Mutual Life Insurance Company, of Boston, and Agent of the Firemans' Fund Insurance Company, of San Francisco. W. M. Webster, Manager. Sacramento. No. 189 J street, near Seventh.

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GILLIG, MOTT & CO., Importers and Dealers in Stoves, Metals, Hardware Mill and Mining Goods. Agents for the Danford Atmospheric Lamp No. 53 and 55 J street.

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MEUSSDORFFER'S Hat and Cap Manufactory, 105 J street, Sacramento. J. F. Slater, Business Manager.

QUINN, D. H., Hatter and Furrier, No. 87 J street, between Third and Fourth.

SCHREIBER & HOWELL, General Agents Pacific Mutual Life Insurance Company, of California. Nos. 37 and 39 Second street.

A gentleman of experience has discovered one good thing in sea-voyaging. He says: "You can get as tight as you please every day, and everybody will think you are only sea sick."

Hotels on the Pacific Coast.

San Francisco Hotels.

- AMERICAN EXCHANGE HOTEL**, Sansome street, next adjoining the Bank of California. Timothy Sargent, proprietor.
- COSMOPOLITAN HOTEL**, corner of Sansome and Bush streets. Tubbs & Patten, proprietors.
- GRAND HOTEL**, corner New Montgomery and Market streets. Johnson & Co., Proprietors, late of Lick House.
- INTERNATIONAL HOTEL**, Jackson street, a few doors west of Montgomery street. Weygant & Partridge, proprietors.
- LICK HOUSE**, Southwest corner of Montgomery and Sutter streets. 200 rooms. Board \$3 per day.
- RUSS HOUSE**, Montgomery street, between Bush and Pine streets. 300 rooms. Board per day, \$2 to \$3. H. Pearson and S. H. Seymour, proprietors.
- ORLEANS HOTEL**, Post street, above Kearny, San Francisco. A. Pollard, proprietor.

Sacramento Hotels.

- CAPITAL HOTEL**, Corner of Seventh and K streets. Day & Smith, proprietors.
- ORLEANS HOTEL**, Second street, between J and K streets. 138 rooms. Board per day, \$3; per week, \$10 to \$35. F. A. Hornblower, proprietor.
- PACIFIC HOTEL**, K street, between Fifth and Sixth streets. 93 rooms. Board per day from \$1.50 to \$2.50—per week from \$8 to \$10. Kumble & Schafer, proprietors.

Marysville Hotels.

- ST. NICHOLAS LODGING HOUSE**, cor. D and Third streets. This House is kept in connection with the Western Hotel, as a Lodging House. M. C. Dufficy & Co., proprietors.
- WESTERN HOUSE**, cor. D and Second streets. 100 rooms. A general stage office. A hotel carriage and buss always at the depot on the arrival of the cars, to convey passengers to the hotel. M. C. Dufficy & Co., proprietors.

Stockton Hotels.

- YOSEMITE HOUSE**—A First Class Hotel. Carriages always at Cars and Steamers. Alex. McBean, Proprietor.

San Jose Hotels.

- AUZERAIS HOUSE**, Staples & Sons, proprietors.
- NEW YORK EXCHANGE**, 260 and 262 First street. A first class Hotel in every respect.

Virginia City Hotels, Nevada.

- INTERNATIONAL HOTEL**, cor. C and Union streets. C. Conner proprietor.

Carson City Hotels, Nevada.

- ORMSBY HOUSE**, cor. Second and Carson streets. 100 rooms. Geo. D. Fryer, proprietor.
- ST. CHARLES HOTEL**, cor. Third and Carson streets. Geo. Tusly, proprietor.

Tahoe Hotels, Lake Tahoe.

- TAHOE HOUSE**, at the outlet of Truckee river, on the shore of Lake Tahoe. W. B. Lyon, Proprietor.

Donner Lake Hotels.

- GRANT'S HOTEL**, James Grant, Proprietor.

Truckee Hotels.

- CAMPBELL'S HOTEL**, Truckee. W. B. Campbell, Proprietor.

ROUGH ON THE GAL.—A lover who was slighted by the females, very modestly asked a young lady if she would let him spend the evening with her.

“No,” she angrily replied, “that’s what I won’t.”

“Why,” replied he, “you needn’t be so fussy; I didn’t mean this evening, but some stormy one, when I can’t go any where else.”

IN the early stages of his ministry the celebrated Dr. Strong, of Hartford, Conn., preached some time in a neighboring village. One day a committee called upon him to settle with him for his services, and after stammering a while, signified to him that his further services were not desired.

“What does this mean,” asked the Doctor.

“Why,” replied the spokesman, with some hesitation, “the people have got the impression that you are inclining to universal salvation.”

“Gentleman,” answered the Doctor, “I never have preached that doctrine; but if I ever should, I promise to make the people of this town an exception!”

BILLINGS, with the Chinese celestial profix, don’t like the Jack to take the Ace: Yewker iz a mulatto game, and don’t compare to old sledge in majesty anny more than the game of pin duz to a square church raffle. I never play Yewker. I never would learn how, out ov principle. I wuz born close to the Connecticut line, in Nu England, where the game of 7-up, or old sledge, wuz born, and exists now in awl its pristine virginity. I play old sledge tew this day in its native fierceness. But I won’t play enny game, if I know mi character, where a jack will take an ace, and a ten spot won’t count for game. I won’t play no such kind ov game, out ov respect to old Connektikut, my natiff stait.

A lady called on the sexton of the Catholic cemetery at Knoxville a few days ago, with a view of purchasing a small lot in which to bury her husband. The sexton politely informed her that she would be obliged to get a permit before he could accommodate her. In the conversation he asked: “How long has your husband been dead?” “Oh, he ain’t dead yet, sir; he’s very sick, though, and I am expecting him to die every day,” was the candid reply.

An eminent Scotch divine met two of his own parishioners at the house of a lawyer whom he considered to be too sharp a practitioner. The lawyer ungraciously put the question, “Doctor, these are members of your flock; may I ask do you look upon them as white sheep or as black sheep?” “I don’t know,” answered the divine, dryly, “whether they are black or white sheep; but I know, if they are long here, they are pretty sure to be fleeced.”

The conductor of an omnibus said to a young lady passenger—“Miss, your fare.” “Well, if I am,” she replied, “I don’t want any of your impertinence.”

GAZETTEER.


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



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FOR FEMALE COMPLAINTS,

Whether in Young or Old, Married or Single, at the Dawn of Womanhood or at the Turn of Life, these Tonic Bitters have no Equal.  Send for a Circular.

They are a Gentle Purgative, as well as a Tonic, possessing also the peculiar merit of acting as a powerful agent in relieving Congestion or Inflammation of the Liver, and all the Visceral Organs.

Hundreds of Thousands bear testimony to their Wonderful Curative Effects.  What are they?  They are

NOT A VILE FANCY DRINK,

Made of Poor Rum, Whisky, Proof Spirits, and Refuse Liquors, doctored, spiced and sweetened, to please the taste, called "Tonics," "Appetisers," "Restorers," etc., that lead the tippler on to Drunkenness and Ruin; but a true Medicine, made from the **Native Roots and Herbs of California**, free from all Alcoholic Stimulants. They are the

GREAT BLOOD PURIFIER

AND

A LIFE-GIVING PRINCIPLE,

A perfect Renovator and Invigorator of the System, carrying off all Poisonous Matter and restoring the Blood to a Healthy Condition. No person can take these Bitters according to directions and remain long unwell.

For Inflammatory and Chronic Rheumatism and Gout Dyspepsia, or Indigestion, Diseases of the Blood, Liver, or Kidneys, these Bitters have been most successful. Such diseases are caused by VITIATED BLOOD, which is generally PRODUCED BY DERANGEMENT OF THE DIGESTIVE ORGANS.

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Headache, Tightness of the Chest, Dizziness, Sour Eructations of the Stomach, Bad Taste in the Mouth, Biliary Attacks, Palpitation of the Heart, Pain in the region of the Kidneys, and a hundred other Painful Symptoms, are the offspring of Dyspepsia.

They invigorate the Stomach and stimulate the Torpid Liver and Bowels, which render them of Unequalled Efficacy in Cleansing the Blood of all Impurities, and imparting new Life and Vigor to the whole system.

Cleanse the Vitiated Blood whenever you find its impurities bursting through the skin in Pimples, Eruptions or Sores.

Cleanse it when you find it Obstructed and Sluggish in the Veins.

Cleanse it when it is Foul, and your feelings will tell you when.

Keep your Blood Pure, and the Health of the System will follow.

For full Directions, read carefully the Circular around each Bottle, printed in four languages—English, German, French and Spanish.

J. WALKER, Proprietor.

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